

GRAIN DEALERS JOURNAL

Devoted to the Construction and Operation of Better Grain Handling Plants.

Where would we be?

WHAT a lot of time advertising saves us! We need something. We see it advertised. And we go straight from where we are now to where the article is sold.

Have you ever gone around from place to place seeking for something which you knew existed but which nobody else seemed to know anything about, not even the storekeepers?

You have wasted an hour, maybe several hours, possibly half a day. You have worn out your patience, and before the end of the quest probably you began to figure that the thing which you sought was not, after all, so good as you thought it was, otherwise other people besides yourself would know something about it.

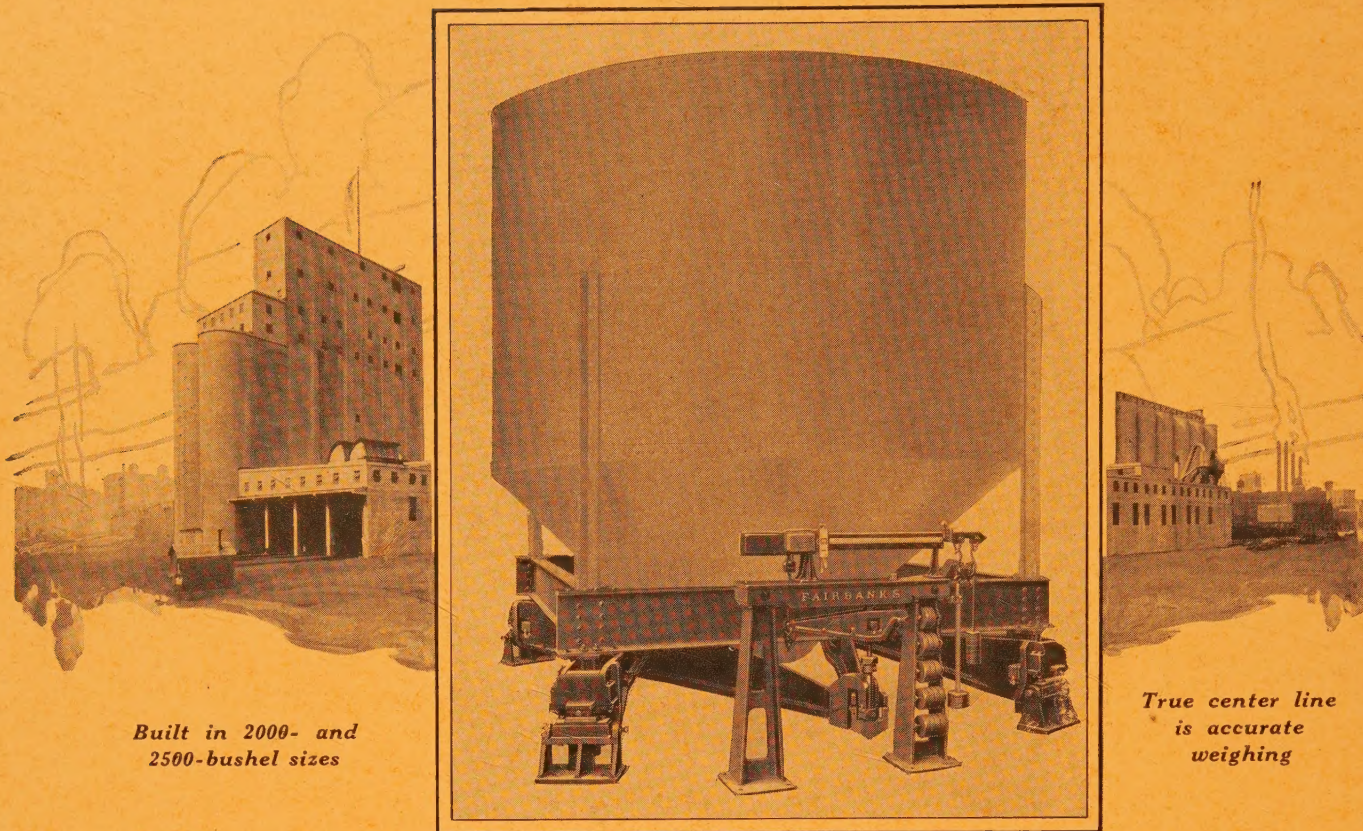
The manufacturer who advertises, invests his money, therefore, not alone to tell of the

merits of his goods but to save you time. The manufacturer who is willing to pay for advertising space in newspapers or magazines in order to point out to you where his merchandise is sold, so that you may get there quicker and buy it easier, is not going to skimp or cheat in manufacturing it.

After going to all the trouble and expense of telling you just where you may find it, he is going to see to it that when you do buy it, it is good enough so that you will buy it again.

And in making up your mind about merchandise which is advertised, consider this last thought—the manufacturer can well afford to make it as good as it can be made because one sale means hundreds, even thousands of others following naturally and costing him nothing extra.

In co-operation with The American Association of Advertising Agencies.



The Fairbanks Type "S" Hopper Scale WEIGHS *your* GRAIN *Accurately* QUICKLY *and* CHEAPLY

Accurately

because the load is transmitted according to the fundamentally correct principle *on the center line of the levers*. The load is *suspended from* the pivots of the levers, *not* superimposed upon. The levers are all level. An adjustment for sealing is provided which is more convenient and permits of closer adjustment than any other type.

Quickly - -

because the Type "S" has been made for the convenience of the weighman. The accurately machined poise is moved easily and quickly to the proper setting. The counterpoise weights are located in the most convenient place for handling. A quick operating weight-lifting device is provided to save time and labor in checking balance. Your weighman will like the exclusive features of the Type "S."

Cheaply - -

because it speeds up your house. The Type "S" is installed at much less expense than others. It is provided with adjustments that are easily accessible and can be operated without "releasing" the load. Each adjustment is independent of the others, thus eliminating "jockeying."

The Type "S" stays accurate and wears longer, so upkeep expense is an item to be forgotten.

"IF IT'S WEIGHED ON A FAIRBANKS THERE'S NO ARGUMENT"

FAIRBANKS SCALES

CHICAGO
900 S. Wabash Ave.

NEW YORK
Broome and Lafayette Streets

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

ATCHISON, KANS.

Blair Elevator Corp., The, grain merchants.*

ATLANTA, GA.

Haym & Co., H. M., wholesale brokers, grain, hay.*

BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., grain receivers, exporters.*
Beer & Co., Inc., E. H., grain, hay, seeds.*
Gill & Fisher, receivers and shippers.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Hax & Co., G. A., grain, hay, seeds.*
Lederer Bros., grain receivers.*
Robinson & Jackson, grain commission merchants.*
Steen & Bro., E., grain receivers and exporters.*

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Hasenwinkle-Scholer Co., corn and oats.*

BOSTON, MASS.

Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage commission.*

BUFFALO, N. Y.

Corn Exchange Members.

Armour Grain Co., grain merchants.*
Burns Bros. Grain Corp., grain commission.*
Davis, Inc., A. C., grain.*
Globe Elevator Co., receivers & shippers.*
Great Lakes Grain Co., Inc., receiving & forwarding.*
Harold, A. W., grain, barley a specialty.*
McKillen, Inc., J. G., receivers and shippers.*
Pratt & Co., receivers, shippers of grain.*
Ratcliffe, S. M., commission merchant.*
Seymour-Wood Grain Co., consignments.*
Sunset Grain & Feed Co., grain & feed.*
Tayntor & Shaw, receivers & shippers.*
Townsend Ward Co., The, consignments.*
Watkins Grain Co., grain commission.*

CAIRO, ILL.

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Halliday Elevator Co., grain dealers.*
Hastings Co., Samuel, receivers & shippers.*
Hastings-Stout Co., grain merchants.*
Lynch Grain Co., grain dealers.*
Thistlewood & Co., grain and hay.*

CEDAR RAPIDS, IOWA.

King Wilder Grain Co., grain shippers.*
Murrel Grain Co., Ray, recvrs. and shprs.*
Piper Grain & Mfg. Co., receivers and shippers.*

CHICAGO, ILL.

Board of Trade Members.

Armour Grain Co., grain buyers.*
Badenoch Co., J. J., grains, millfeeds, concentrates.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Brennan & Co., John E., grain commission merchants.*
Carhart Code Harwood Co., grain commission.*
Clement, Curtis & Co., members all exchanges.*
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Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.*
Hoit & Co., Lowell, commission, grain and seeds.*
Lamson Bros. & Co., consignments solicited.*
McKenna & Dickey, commission merchants.*
Norris Grain Co., grain merchants.*
Rosenbaum Brothers, grain merchants.*
Rothschild Co., D., receivers and shippers.*
Rumsey & Co., grain commission.*
Schiffin & Co., P. H., commission.*
Shaffer Grain Co., J. C., grain merchants.*
Somers, Jones & Co., grain and field seeds.*

*Member Grain Dealers National Association.

CINCINNATI, O.

Grain & Hay Exchange Members.

Blumenthal, Max, commission merchants.*
Cleveland Grain & Mfg. Co., grain merchants.*
DeMolet Grain Co., receivers & shippers.*
Early & Daniel Co., grain, hay, feed.*
Scholl Grain Co., receivers & shippers.*

CIRCLEVILLE, O.

Cook, Wade H., grain, hay and grain products.*

CLEVELAND, O.

Grain & Hay Exchange Members.

Bailey, E. L., shpr. grain, millfeed, oil and c. s. meal.*
Cleveland Grain & Milling Co., The, recvrs. & shprs.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*

COLUMBUS, O.

Smith-Sayles Grain Co., The, buyers and shippers.*

DAVENPORT, IA.

Davenport Elevator Co., receivers and shippers.*

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*
Harrison, Ward & Co., Grain Belt Elevator.*

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain and hay.*
Conley-Ross Grain Co., The, grain and beans.*
Denver Elevator, wholesale grain, flour, millfeed.*
Houlton Grain Co., wholesale grain.*
Kellogg Grain Co., O. M., receivers and shippers.*
McCaull-Dinsmore Co., wholesaler and commission.*
Phelps Grain Co., T. D., wholesale grain.*
Rocky Mountain Grain Co., export and domestic grain.*
Summit Grain Co., wheat, corn, oats, rye, barley.*

DES MOINES, IA.

Board of Trade Members.

Anderson Co., D. L., grain dealers.*
Lockwood, Lee, broker.*

DETROIT, MICH.

Board of Trade Members.

Caughy-Jossman Co., grain and field seeds.*
Lapham & Co., J. S., grain dealers.*
Lichtenberg & Son, oats, corn, hay, straw.*
Simmons & Co., F. J., grain and hay.*

DULUTH, MINN.

Board of Trade Members.

White Grain Co., receivers and shippers.*

EMPORIA, KANS.

Trusler Grain Co., grain merchants.*

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., merchants—commission consignments.*
Ft. Worth Elevators Co., gr. merchants, pub. storage.*
Gladney-Muchmore Grain Co., recvrs., shprs., consignments.*
Moore-Seaver Gr. Co., recvrs., shprs., consignments.*
Rogers Co., E. M., strictly bkg. and consignments.*
Rosenbaum Grain Corp., grain merchants.*
Transit Grain & Com. Co., consignments, brokerage.*
Universal Mills, "Superior Feeds."

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Texas Star Flour Mills, flour and corn millers, exporters.*

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HASTINGS, NEBR.

Koehler-Twidale Elevator Co., grain dealers.*

HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.*
Rothschild Co., S., grain, c/s products, rice, b/p.*

KANKAKEE, ILL.

Breckenridge Grain Co., grain dealers.*

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Board of Trade Members.

Bingham Grain Co., The, recvrs. & shippers.*
Boyd Grain Co., Bert A., strictly brokerage & com.*
Cleveland Grain & Milling Co., grain commission.*
Hart-Maibucher Co., grain merchants.*
Hayward-Rich Grain Co., grain commission.*
Kinney Grain Co., H. E., recvrs. & shippers.*
National Elevator Co., grain merchants & comm.*
Menzie Grain & Bkg. Co., Carl D., grain merchants.*
Montgomery & Tompkins, receivers & shippers.*
Steinbart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.*

KANSAS CITY, MO.

Board of Trade Members.

Armour Grain Co., grain merchants.*
Bruce Bros. Grain Co., consignments.*
Christopher & Co., B. C., kafir, feterita, milo.*
Davis Grain Co., A. C., grain commission.*
Denton Hart Grain Co., consignments.*
Ernst Davis Grain Co., commissions.*
Lichtig & Co., H., kafir, milo, screenings.*
Logan Bros. Grain Co., receivers and shippers.*
Miller Grain Co., S. H., consignments.*
Moore-Seaver Grain Co., grain receivers.*
Norris Grain Co., grain merchants and exporters.*
Rocky Mt. Grain & Com. Co., consignments.*
Scoular Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.*
Simonds, Shields, Lonsdale Grain Co., grain.*
Thresher Grain Co., R. J., grain commission.*
Wilser Grain Co., consignments.*

LINCOLN, NEBR.

Grain Exchange Members.

Lincoln Grain Co., grain merchants.*

LITTLE ROCK, ARK.

Grain Exchange Members.

Farmer Co., E. L., brokers, grain & mill feed.*
Gordy Co., C. L., grain brok., hay, grain & Mill feed.*

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Grain Co., receivers-shippers of grain.*
Kentucky Public Elevator Co., storers and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.*

McKINNEY, TEX.

Reinhardt & Company, wheat, corn, oats, maize.*

MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker and com., consignments.*
Buxton, E. E., broker & commission merchant.*
U. S. Feed Co., grain, hay, mill feed.*

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Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Franko Grain Co., The, grain and feed.*
Froedtert Grain & Maltng Co., recvrs. and shippers.*
Kamm Co., P. C., grain shippers.*
LaBude Feed & Grain Co., grain, feed, hay.*
Milwaukee Grain Com. Co., recvrs. grain and seed.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Cargill Commission Co., grain commission.*
Cereal Grading Co., grain merchants.*
Davies Co., F. M., grain commission.*
Delmar Co., shippers.*
Itasca Elevator Co., grain merchants.*
Malmquist & Co., C. A., receivers & shippers.*
Marfield Grain Co., grain commission.*
Poehler, Wm. A., grain merchant.*
Sheffield Elevator Co., shippers of grain.*
Stuhr-Seidl, shippers grain & feed.*
Van Dusen-Harrington Co., grain merchants.*
Zimmerman, Otto A., grain and feed.*
(Continued on next page.)

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

NASHVILLE, TENN.

McKay-Reece Co., wholesale seeds & grain.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, buckwheat.

NEW YORK CITY.

Produce Exchange Members.

Jones & Co., M. B., buyers—quote us.*
Therrien, A. F., broker.

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Choctaw Grain Co., milling wheat specialists.
Hardeman-King Co., millers, grain dealers.*
Marshall Grain Co., grain, feed, seeds.*
McManus Gr. & Feed Co., W. F., wh., corn, oats, mfeed.
Okla. City Mill & Elevtr. Co., millers, gr. dealers.*
Perkins Grain Co., W. L., strictly brokerage.
Scannell Grain Co., E. M., grain and feed.
Stinnett Grain Co., grain merchants.*
Vandenburgh, Jesse, milling wheat.

OMAHA, NEBR.

Grain Exchange Members.

Crowell Elevator Co., receivers, shippers.*
Stockham Grain Co., E., commission merchants.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., commission and brokerage.*
Updike Grain Co., milling wheat.*

PEORIA, ILL.

Board of Trade Members.

Cole Grain Co., Geo. W., receivers and shippers.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.
Harrison, Ward & Co., receivers & shippers.*

PEORIA, ILL. (Continued.)

Luke Grain Co., grain commission.*
Miles, P. B. & C. C., grain commission.*
Turner Hudnut Co., receivers and shippers.*
Tyng Grain Company, receivers and shippers.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Stites, A. Judson, grain and millfeed.*

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Allen & Co., H. S., grain and hay.*
Hardman & Daker, grain, hay, millfeed.*
Harper Grain Co., corn a specialty.*
McCague, Ltd., R. S., grain, hay.*
Rogers & Co., Geo. E., grain and hay.*
Stewart & Co., Jesse C., grain and mill feed.*
Walton Co., Samuel, grain and hay.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

RICHMOND, VA.

Grain Exchange Members.

Morriss & Co., C. F., grain, feed, hay, flour brokers.*

ROCHESTER, N. Y.

Dailey Bros., Inc., receivers and shippers.*

ST. JOSEPH, MO.

Grain Exchange Members.

A. J. Elevator Co., The, wheat, corn, oats.*
Gordon Grain Co., grain commission.*

SAN ANTONIO, TEX.

King, Douglas W., wheat, corn-brok., Texas R. Oats.* Goodrich Bros. Hay & Grain Co., Whlrs. gr. and seeds.*

SALT LAKE CITY, UTAH.

Nelson Co., Sterling H., whlse. grain, hay, mill feeds.

ST. LOUIS, MO.

Merchants Exchange Members.

Dreyer Commission Co., feedingstuffs, grain, seeds.*
Graham & Martin Grain Co., grain commission.*
Hall Grain Co., Marshall, grain merchants.*
Hunter-Robinson Mfg. & Gr. Co., grain, feedstuffs.*
Langenberg Bros. Grain Co., grain commission.*
Martin & Knowlton Grain Co., grain merchants.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*
Picker & Beardsley Com. Co., grain and grass seed.*
Powell & O'Rourke Grain Co., buyers-sellers corn.*
Turner Grain Co., grain commission.*
Von Rump Grain Co., grain merchants.*

SIOUX CITY, IA.

Board of Trade Members.

Button Co., L. C., grain commission.*
Flanley Grain Co., receivers and shippers.*
Western Terminal Elevator Co., receivers and shippers.*

TOLEDO, O.

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De Vore & Co., H. W., grain and seeds.*
King & Co., C. A., grain and seeds.*
Southworth & Co., grain and seeds.*
Wickenhisser & Co., John, grain receivers, shippers.*
Zahn & Co., J. F., grain and seeds.*

TOPEKA, KANS.

Derby Grain Co., wheat, corn, oats, and millfeed.*

WICHITA, KANS.

Board of Trade Members.

Baker-Evans Grain Co., milling and export wheat.*
Smith McLinden Grain Co., wheat, corn, kafir, millfeed.

WICHITA FALLS, TEX.

Mytinger Mfg. & Grain Co., grain, feed, seeds.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., Whlrs. gr. and seeds.*

* Member Grain Dealers National Association.

Grain and Hay
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PITTSBURGH

Grain and Hay
Exchange Members

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GRAIN and FEED
Own and Operate the
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ESTABLISHED 1872

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Owners and Operators Sheets Elevator
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HAY, GRAIN AND MILL FEED
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WABASH BUILDING
Receivers and Shippers
Corn, Oats, Mill Feed

HARPER GRAIN CO.
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Modern elevator facilities
at your command.

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—First in Advertising!
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—First in News!
The Grain Dealers Journal

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TOLEDO

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CONSIGNMENTS OF GRAIN AND SEED
to a firm you KN W to be RELIABLE.

H. W. DEVORE & CO.
1887 Toledo, Ohio 1924

Clover Seed

International Game, played in Toledo, Ohio.
Providence does dealing, When "Seedy" favor

C. A. KING & CO.

Like Billy Sunday they deal in cash and futures.

JOHN WICKENHISER & CO.
Wholesale Grain Dealers
TOLEDO, OHIO

We make track bids and quote delivered
prices. Solicit Consignments of Grain and
Clover Seed. Members Toledo Produce Ex-
change and Chicago Board of Trade.

By mentioning the Grain Dealers Journal of Chicago when writing its advertisers you help it to more efficient work in improving grain trade conditions.

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ALL Western Roads converge here, either directly, or through their connections.

ALL Eastern Roads are available, through Eastern trunk lines and connections.

ITS weighing and inspection departments are unexcelled for promptness and efficiency.

ITS elevator facilities are vastly superior to those of any market East of Chicago.

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Grain Commission

A. C. Davis, Inc.

Grain Commission.

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Receivers and Shippers.

Pratt & Co.

Receivers and Shippers.

S. M. Ratcliffe

Commission Merchants—
Consignments.

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Consignments.

Sunset Feed & Grain Co., Inc.

Receivers and Shippers.

Tayntor & Shaw

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The Townsend-Ward Co.

Grain Merchandising and Consignments.

Watkins Grain Co.

Consignments only.

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Chamber of Commerce
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Baltimore Grain Co.

Receivers & Exporters

Baltimore Maryland

**Clark's Car Load
Grain Tables**

Eighth edition, revised and enlarged, shows the following range of reductions of pounds to bushels by fifty pound breaks.

20,000	to 107,950 lbs.	to bushels of 32 lbs.
20,000	" 74,950	" " " 34 "
20,000	" 98,950	" " " 48 "
20,000	" 118,950	" " " 56 "
20,000	" 118,950	" " " 60 "

Pounds in red ink; bushels in black. Linen ledger paper reinforced, bound in flexible karatol with marginal index. Price \$2.50, weight 6 ozs.

GRAIN DEALERS JOURNAL
309 So. La Salle Street CHICAGO, ILL.

GILL & FISHER

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Established 1900

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COMMISSION

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CHICAGO

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49 Board of Trade

CHICAGO

CARHART CODE HARWOOD CO.**Grain Commission**

Board of Trade

CHICAGO

"Since 1873"

J. J. BADENOCH CO.

BUYERS and SHIPPERS of all kinds of

GRAINS

MILL FEEDS and CONCEN. RATES

CONSIGNMENTS SOLICIT

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CHICAGO, ILL.

If You Have

the interest of your market at heart, support it earnestly, help to advertise it thoroughly, and above all do not convey the impression that it is an indifferent market by giving it 30 cents worth of advertising.

BARTLETT FRAZIER Co.**GRAIN MERCHANTS**Western Union Bldg.
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SHIP US THAT NEXT CAR

Harris, Winthrop & Co.1 Wall Street, New York
The Rookery, Chicago**GRAIN COMMISSION**

Members of Principal Exchanges

Rosenbaum Brothers**Grain Merchants**

Board of Trade

Chicago, Ill.

FOR BEST RESULTS SHIP YOUR GRAIN AND SEEDS TO

J. H. DOLE & COMPANY

RECEIVERS AND COMMISSION MERCHANTS

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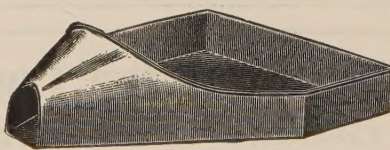
CHICAGO, ILL.

JOHN E. BRENNAN & CO.**GRAIN and SEEDS**

COMMISSION MERCHANTS

CHICAGO

GRAIN SAMPLE PANS



Made of sheet aluminum, formed by bending, reinforced around top edge with copper wire. Strong, light and durable. The dull, non-reflecting surface of the metal, which will not rust or tarnish, assists the user to judge of the color and detect impurities.

Seed Size, $1\frac{1}{2} \times 9 \times 11$ ", \$1.65.Grain Size, $2\frac{1}{2} \times 12 \times 16\frac{1}{2}$ ", \$2.00.

Send All Orders to

GRAIN DEALERS JOURNAL, 309 So. La Salle St., Chicago, Ill.

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Board of Trade Chicago, Illinois

Clement Curtis & Co.
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in this country

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Commission Merchants
Receivers and Shippers of
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Manufacturers of
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COMMISSION MERCHANTS
33-35 Board of Trade
Peoria, Ill.

P. B.
and
C. C. **Miles**

Established - 1875
Incorporated - 1910

Peoria, Illinois

Handling Grain on Commis-
sion Our Specialty

C. N. D. QUOTATIONS
A complete record of C. N. D. or
Radio Market Quotations is invaluable
for ready reference.
Each sheet is headed "Board of Trade
Quotations for Week Commencing Mon-
day 192...." Columns are pro-
vided for three Wheat options, three
Corn, three Oats, three Rye and two
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and at close. Closing prices for previous
week are listed at top.
Sixty sheets, printed on bond paper,
9 1/2 x 11 1/2, are well bound in book form,
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supply. Order Form 97-5. Price \$1.00.
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GRAIN DEALERS JOURNAL
309 South La Salle St. Chicago, Ill.

Turner-Hudnut Company
Receivers **GRAIN** Shippers
42-47 Board of Trade

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HARRINGTON CO.**
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Cereal Grading Co.
GRAIN MERCHANTS
We buy, sell, store and ship
all kinds of grain. Get our
offers, or try us with your
consignments.

LIBERAL ADVANCES
Operators of Elevator "R"

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CARGILL COMMISSION COMPANY
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EFFICIENCY is our watchword; SATISFACTION your reward

SHIP TO CARGILL

"You can't do better; You might do worse."

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Shippers of
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44 Years**B. C. Christopher & Co.****KANSAS CITY, MO.**Buyers and
Shippers Kaffir,
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CONSIGNMENTS

201-2 Board of Trade KANSAS CITY, MO.

Yes Sir: *Real Service*
We Handle Consignments
S. H. Miller Grain Co.
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MILL ORDERS**Rocky Mountain Grain & Com. Co.**
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QUALITY and SERVICE
Kansas City, Missouri**CIPHER CODES**

We carry the following cipher codes in stock and can make prompt delivery.

Universal Grain Code, board cover...	\$1.50
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Your name in gilt letters on front cover, 35 cents extra.

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309 So. La Salle St. Chicago, Ill.**CONSIGN****Ernst-Davis Com. Co.**

Kansas City

SPECIAL ATTENTION
GIVEN TO FUTURESMEMBERS
Kansas City Board of Trade
Chicago Board of Trade
St. Louis Merchants Ex.

I have been able to get \$2.00 worth out of the Grain Dealers Journal just by glancing thru its pages and in appreciation of the good work you are doing I enclose check for another year.—B. W. Furr, Furr & Cohee, Fortville, Ind.

A. C. DAVIS GRAIN CO.
Grain Commission
Mill Orders a Specialty
Consignments and Future Orders Solicited
KANSAS CITY, U. S. AGrain Exchange
Members**ST. JOSEPH**Grain Exchange
Members**We Want Your Business**
Ask for Our Prices**The A. J. Elevator Company**
ST. JOSEPH, MO.**Hard and Soft Wheat**
Corn and Oats
Write, Wire or Phone Us**GORDON GRAIN CO.****CONSIGNMENT SPECIALISTS**
ST. JOSEPH, MO.Read the Advertising pages. They contain many stories of interest. The *Grain Dealers Journal* presents only reputable concerns.

DENVER

Grain shippers who are anxious to get the most from their grain will find it to their advantage to investigate the merits of the Denver market. After a thorough investigation it is a known fact that it will receive your shipments. Any of the Grain Exchange members listed below will be glad to give you any information you may desire. Better still—ship at least one car to any of them and be convinced.

O. M. Kellogg Grain Co.
Receivers shippers of all kinds of grain.

T. D. Phelps Grain Co.
Wholesale Grain and Beans.

McCaull-Dinsmore Co.
Grain—Wholesaler and Commission.

The Summit Grain Co.
*Receivers and shippers of all kinds of grain.
Offices and elevator, 19th and Navajo Sts. P. O. Box 805.*

Houlton Grain Company
Wholesale Grain—Get in touch with us.

The Conley-Ross Grain Co.
Wholesale Grain.

The Ady & Crowe Mercantile Co.
Grain, Hay, Beans.

Rocky Mountain Grain Co.
Grain Merchants—Export and Domestic.

Denver Elevator
*Wholesale Grain, Flour, Mill, Feed and Pinto Beans.
We operate 30 elevators in eastern Colorado.*

Note: All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discounted by three disinterested members of the Exchange when discount is not provided for in the contract.

Merchants Exchange
Members

ST. LOUIS

Merchants Exchange
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PICKER & BEARDSLEY COM. CO.

"THE CONSIGNMENT HOUSE OF ST. LOUIS"

GRAIN, HAY, GRASS SEEDS, KAFIR, MILO
125 MERCHANTS EXCHANGE BLDG ST. LOUIS, MO.

Established 1877

Langenberg Bros. Grain Co.

St. Louis New Orleans

Nanson Commission Co. GRAIN, HAY and SEEDS

202 Merchants Exchange Bldg., ST. LOUIS, MO.

MARTIN & KNOWLTON GRAIN CO.

SUCCESSORS TO
COFFE & CARKENER CO.

Receivers and Shippers St. Louis, Mo.

G
RAIN

MARSHALL HALL GRAIN COMPANY

HANDLED ON COMMISSION
BOUGHT TO ARRIVE
SOLD FOR SHIPMENT
EXPORT

ST. LOUIS
ST. JOSEPH

Carrying money to the bank becomes a habit with Advertisers who regularly use the advertising pages of the GRAIN DEALERS JOURNAL.

"We Ship What We Sell"

Powell & O'Rourke Grain Company
Operating Brooklyn St. Elevator
Buyers and Sellers of Corn
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"We Ship What We Sell"

RECEIVERS, SHIPPERS AND BROKERS

L. C. BUTTON CO.

510-511 Grain Exchange SIOUX CITY, IOWA

General Grain and Commission Business
USE US

MATTHEW D. BENZAQUIN

GRAIN AND FEED

Brokerage and Commission
DOMESTIC and EXPORT
505 Chamber of Commerce Boston, Mass.

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M. B. JONES & CO.

Produce Exchange, New York, N. Y.

WANT ADS

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

I cannot do without the Journal so please renew my subscription.—Walter Hunsaker, agt., Alva Roller Mills, Avard, Okla.

We have been receiving another grain trade paper and I missed the Grain Dealers Journal very much. I therefore ordered the Journal to come to me personally as I felt the firm did not want two papers merely for my benefit.—E. A. Wolfe, Wolfe, Wolfe & Bevington, Shipshewana, Ind.

RECEIVERS, SHIPPERS AND BROKERS

RICHARDSON BROS.

Brokers
Want Offers
Grain - Flour - Mill Feed
Delivered Philadelphia
Either Export or Domestic
The Bourse

E. A. Grubbs Grain Co.

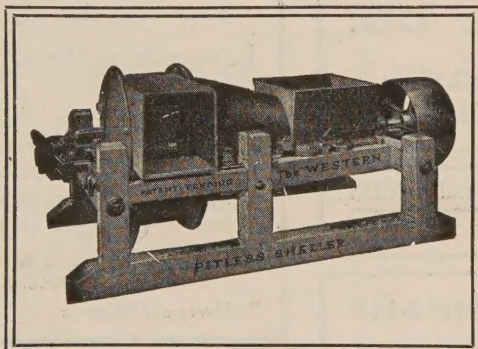
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Good Milling Wheat
GREENVILLE - OHIO

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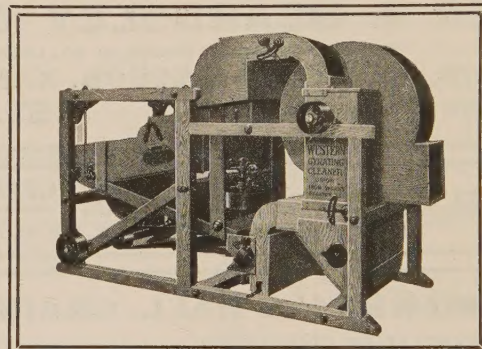
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GRAIN, FEEDS, Etc.
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Grain Elevator Machinery Shellers and Cleaners



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GYRATING CLEANER

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Quaker Oats Company
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20 Machines

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New Elevator, Baltimore, Md.
10 Machines

The significant thing is not alone in the fact that these orders came to us, but that all three companies have been using INVINCIBLE MACHINES for years.

The highest degree of perfection in the finished product is never attained except by the employment of Machinery of First Quality.

Quality is Inherent in Invincibles

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Silver Creek, N. Y.

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- How to eliminate belting, open gearing and chains.
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We Manufacture

Cut Gears of all Kinds
Micarta Pinions
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Speed Reducers
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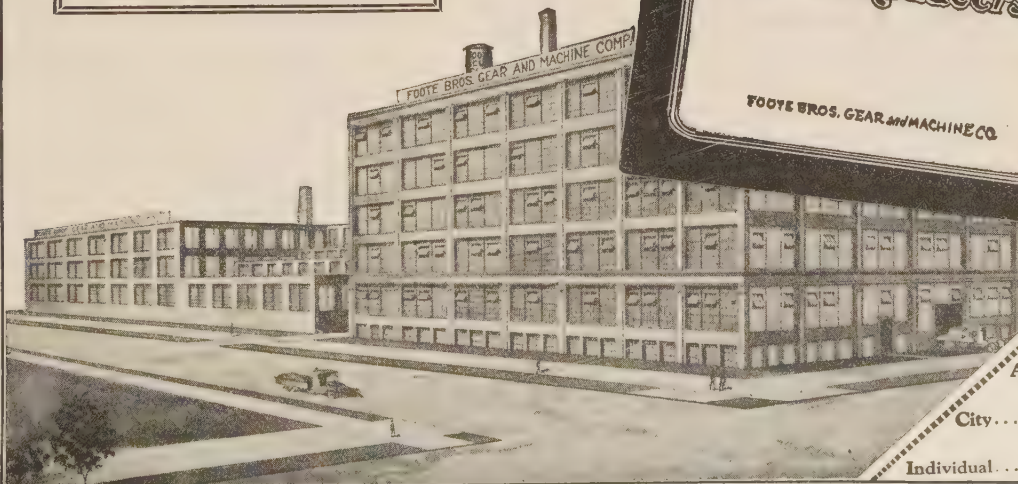
Kindly send
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Book without ob-
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Investigate the new "EUREKA" Separator

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European Branch: 64 Mark Lane, London, E. C. 3, England

RATIN

WILL EXTERMINATE ALL YOUR RATS AND MICE
WRITE FOR FULL INFORMATION

SOLD BY
THE HENNING'S, HARVING CO. INC.
171 DUANE ST., NEW YORK, N. Y.
SEED TRADE REPORTING BUREAU
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WHAT DO YOU NEED?

to modernize your plant so it will minimize your labor and increase your profits? Is it here?

Account Books	Grain Tables
Agricultural Gypsum	Lightning Rods
Attrition Mill	Magnetic Separator
Bag Closing Machine	Manlift
Bags and Burlap	Moisture Tester
Bearings { Roller	Mustard Seed Separator
{ Ball	Oat Bleachers and Purifiers
Beltting	Oat Clipper
Bin Thermometer	Oat Crusher
Boots	Pneumatic Conveying Equipment
Buckets	Portable Elevator
Car Liners	Power { Oil Engine
Car Loader	{ Gas Engine
Car Mover	{ Motors
Car Puller	Power Shovel
Car Seals	Radio Equipment
Cleaner	Railroad Claim Books
Clover Huller	Renewable Fuse
Coal Conveyor	Sample Envelopes
Corn Cracker	Scales
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Distributor	Scarifying Machine
Dockage Tester	Self-Contained Flour Mill
Drain Circulating Pump	Separator
Dump	Sheller
Dust Collector	Siding-Roofing { Asbestos
Dust Protector	{ Steel
Elevator Brushes	Silent Chain Drive
Elevator Leg	Speed Reduction Gears
Elevator Paint	Storage Tanks
Feed Mill	Spouting
Fire Barrels	Testing Apparatus
Fire Extinguishers	Transmission Machinery
Friction Clutch	Transmission Rope
Grain Driers	Waterproofing (Cement)

Draw a line through the supplies wanted, and write us regarding your contemplated improvements or changes. We will place you in communication with reputable firms specializing in what you need, to the end that you will receive information regarding the latest and best.

Information Bureau

Grain Dealers Journal, 309 So. La Salle St., Chicago

A CAR-MOVER WITH THE "PUSH"

Order one on 30 days' FREE

TRIAL. Freight both ways paid by us if you don't find it worth the price and then some.

Get it from your dealer

The New Badger
ADVANCE
Car-Mover Co.
Appleton, Wis.
Look for the word
"New Badger"--it
identifies our product



Tropical Dust Resisting Paint

Has Two Points of Advantage for You

1. It Reduces the Danger of Dust Explosions.

Tropical Dust Resisting Paint produces an extremely slippery surface to which dust does not cling. This prevents the collection of dangerous dust deposits. It makes your building a safer place in which to work.

2. It Makes a Brighter and a Better Place to Work.

Tropical Dust Resisting Paint is pure White. It reflects daylight into dark tunnels and corners. Machinery located in dark places is often neglected by the oilers. It will pay you to brighten these dark spots.

A Free Book for You

Send the coupon below for complete facts and prices of Tropical Dust Resisting Paint. We will also send you an interesting, illustrated booklet giving recommendations for painting various surfaces about a Grain Elevator and Flour Mill.

The Tropical Paint & Oil Co.

1228-1270 West 70th St.

Cleveland, Ohio

The Largest Exclusive Maintenance Paint Manufacturers in the World

The Tropical Paint & Oil Co.,
1228-1270 W. 70th St., Cleveland, Ohio.

Please send me information and prices on Tropical Dust Resisting Paint; also book on Tropical Paints for Grain Elevators and Flour Mills.

Name

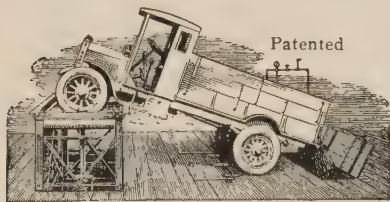
Company

City State

There's no freight saving in buying a knocked-down device.

Kewanee All Steel Truck Lift *Reaches you assembled*

When you buy a Kewanee Truck Lift it doesn't cost you anything to put it together, because it is completely assembled at our factory, and shipped to you that way. That saves you considerable money—and there's no chance of getting it together wrong. Every Kewanee lift is fully tested before it leaves our plant—hence it works right—"right off the bat."



That's one reason why a Kewanee actually costs less money installed than

any other reliable device you can buy.

And when you buy a Kewanee you get more for your money. You get an all steel lift—ashuskyasasteel bridge. The only roller bearing lift made. The Kewanee patented Safety Device, which eliminates any chance of mishaps. And instead of the cheaper welded tank, furnished with many devices, you get a heavy steel riveted air receiver.

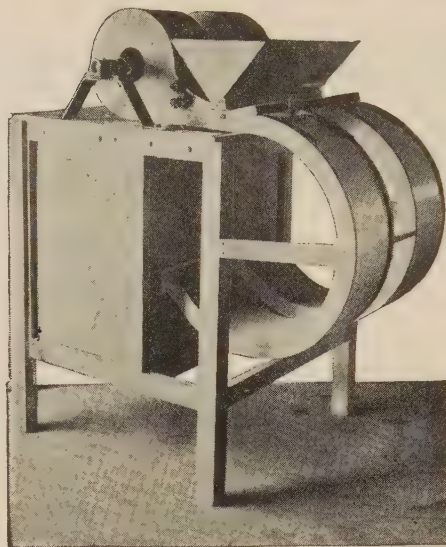
Sold and installed by most good elevator Contractors. If yours hasn't blue prints and prices, write us direct.

Kewanee Implement Company
Kewanee, Illinois

Southwestern Distributors
Fairbanks, Morse & Co., Kansas City, Mo.

Johnson Scarifier

The Unrivaled Seed Saver



Hard seeds comprise from 25 per cent to 85 per cent of all legume varieties. Instead of accepting this annual loss, put your seed through the Johnson Scarifier and Huller. Enjoy the big profits which seeds of high germination bring. The Johnson Scarifier avoids all crushing of seeds. Its perfect construction declares it the most profitable scarifier on the market today.

New Arrangement in Feed Will Absolutely Hull Sweet Clover
Built in two sizes. Capacity up to 50 bushels per hour.

Write for Descriptive Circular and Price.

A. B. LYMAN
EXCELSIOR MINNESOTA
Introducer of Grimm's Winter-Proof Alfalfa.

Scale and Credit Tickets

Form 51 duplicating, size $5\frac{1}{2} \times 13\frac{3}{4}$ inches is formed of 100 pages of white bond paper for the 500 original tickets, machine perforated for easy removal, 100 yellow post office paper for the 500 originals which remain in the book and 4 sheets of carbon paper bound in back. Each ticket provides spaces for "Number, Date, Load of, From, To, Grosslbs., Tarelbs., Netlbs. Net, bus., \$.....Due to or order,Weigher.

Check bound, well printed. Shipping weight 3 lbs. Price \$1.25 f. o. b. Chicago.

Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.

Medusa Waterproof Your Pits and Basements

For the man about to build:—

The time to make certain of having dry pits and basements is when the job is poured.

The addition of the correct amount of Medusa Integral Waterproofing Powder to the mix will make your mass actually water-repellent. Water will never penetrate as long as the concrete stands.

For the Man with Damp Pits and Basements:—

Medusa Integral Waterproofing offers a remedy for the man

whose pits are now damp and leaking.

You can dig down along side the walls, lay a drainage line below floor level and place a grout of cement containing Medusa Integral Waterproofing over the outside.

Or you may place a cement plaster coat, containing Medusa Integral Waterproofing, on the inside walls and floors. Either method, or a combination of both, will make your pits damp proof.

For further and more detailed information write us outlining your own individual requirements fully.

The Sandusky Cement Company

Dept. G. J.

Cleveland

Manufacturers of Medusa Non-Staining White Cement (Plain and Waterproofed); Medusa Gray Cement (Plain and Waterproofed); and Medusa Waterproofing (Powder or Paste).

MEDUSA

WATERPROOFING

Powder or Paste



Ask for catalogs

Charter Type R Charter-Mietz

Oil Engines

CHARTER GAS ENGINE CO.

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Sterling, Ill.

MORSE SILENT CHAIN DRIVES

Transmit power from $\frac{1}{4}$ to 5,000 H. P., with positive speed ratio, 98.6% constant efficiency, quiet operation at all speeds, any convenient distance between sprocket centers, occasional lubrication, long life, low upkeep cost. Unaffected by heat, cold or moisture.

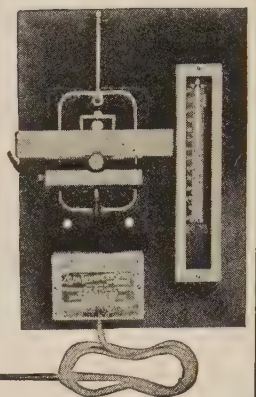
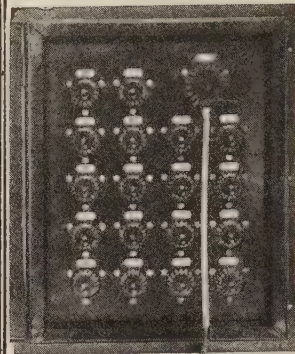
MORSE CHAIN CO., ITHACA, N. Y.

Consult the Morse Engineer in Your Territory

Atlanta, Ga.
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Boston, Mass.
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Chicago, Ill.
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The "ZELENY" Protects Your Grain

*A Few
Zeleeny
Installations*

Cargill Grain Co.
Pillsbury Flour
Mills
Bartlett Frasier
Co.
Updike Grain
Co.
Armour Grain
Co.
Larabee Flour
Mills
New Orleans
Public
Elevator
Maney Milling
Co.
Buckeye Cotton
Oil Co.
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Co.

It is a simple device for testing the condition of grain stored in bins or tanks, by giving at all times the accurate temperature of the grain, not merely at the bottom and the top of the bins, but at intervals of five feet up through the bins. It saves you money by eliminating unnecessary turning of grain, which entails shrinkage, time, labor, power and wear on machinery; prevents bin-burned grain; increases working capacity of plants by saving time.

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Western Fire Appliance Works
542 S. Dearborn St. CHICAGO

MOHAWK



RUBBER BELTING

For many years the Standard Belting for elevators.

Specify this belting when contracting to build or remodel.

Demand it when ordering direct.

The Gutta Percha & Rubber-Mfg. Co.

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CHICAGO

New York, Boston, Philadelphia, San Francisco Seattle

THE DIXIE MILLER

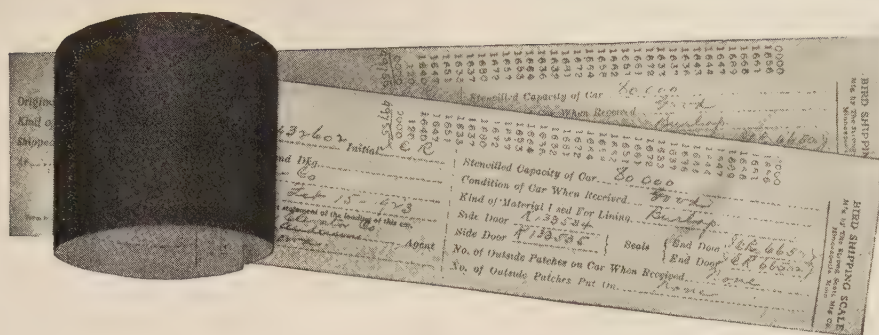
A Monthly Journal
Devoted to Milling,
Flour, Grain

Established 1893

Subscription Price \$1.00 a Year

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ATLANTA, GA.



BIRD SCALE TICKET

Weights Printed Automatically

Mistakes are Impossible

Users of the Bird Scale obtain weights that they can depend upon for absolute accuracy.

Every draft and every dribble is weighed—and automatically printed in triplicate. There's no uncertainty—no guessing.

Dust, dirt, sticks, cobs, straw—these can't interfere with its accuracy. And the Bird Scale is self-aligning—independent of settling of the building.

No trips to the cupola. Complies with I.C.C. and state specifications without requiring a busy operator to make frequent tests while loading a car. All work is done from the work floor. Tally tells when car is half or fully loaded.

Write for ALL the facts about this simple, accurate scale.



Everything for Every Mill and Elevator

The Strong-Scott Mfg Co.

Minneapolis Minn.

Great Falls Mont.

In Canada: The Strong-Scott Mfg. Co. Ltd. Winnipeg





The Atlas Car Mover

The Car Mover With Power

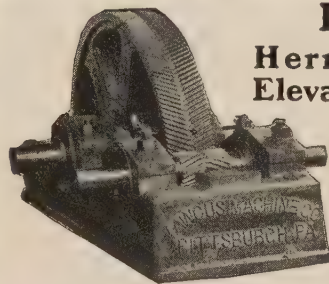
When you put an Atlas under the wheels of a car there is never a question about moving it.

Compound Action Fully Guaranteed

The Best Car Mover on Earth

APPLETON CAR MOVER COMPANY

Appleton, Wisconsin



FAWCUS Herringbone Gear Elevator & Conveyor Drives

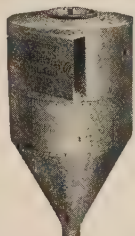
Save 25% to 50% in maintenance and operating costs.

Gears enclosed in dust proof and oil tight cases with roller bearings.

Efficient - Durable - Compact

FAWCUS MACHINE COMPANY

Pittsburgh, Penn.



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Chicago
Northrup-King Co.
Minneapolis
Quaker Oats Co., 5
Plants
B. & O. Elevator,
Baltimore
J. C. Hunt Grain Co.
Wichita Falls, Tex.
Santa Fe Elevators
Kansas City
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To Fit Your Conditions

We are equipped to make complete new installations on modern plans, and guarantee the whole installation to produce results. We also remodel old systems, and make additions where present system has become inadequate. Defective systems corrected.

Cyclone Blow Pipe Co.

2542-52 W. 21st St. Chicago, Ill.

Record of Cars Shipped

This double page form is designed especially for country shippers in keeping a complete record of each car of grain shipped from any station or to any firm, may be kept by themselves under the following column headings: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2320 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. Price, \$3.00

Grain Dealers Journal

309 S. La Salle Street, Chicago, Ill.

The Standard Grain, Seed and Bean Cleaners

By nearly two decades of successful manufacturing have proven satisfactory in every installation.

Some Points of Merit:

Automatic Traveling Brushes under screens
Standard Blast Control, a departure from the ordinary
Force Feed Hopper
Suction Fan Dust Collector
Ring Oiler Bearings on Fan
Counter Balanced Shoe
Scalper Screen
Very light running.

*Let us explain more fully by
sending our catalog.*

The Burch Plow Works Co.
Crestline, Ohio

Grain Fumigation Pays

We have developed it along scientific lines. Write us for information.

A. R. Young Material Co.

1710 Grand Avenue Kansas City, Mo.

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers. Some dealers record oats receipts in front and corn receipts in the back of book; others use a separate book for each kind of grain.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 200 pages, 20 lines to each page, giving room for recording 4,000 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380.

Price, \$3.00

GRAIN DEALERS JOURNAL

309 South La Salle St., CHICAGO, ILL.

"The best leg belt we ever used"

—a statement made by an executive of one of the largest grain elevators in the country. (Name on request)

This one demonstration of Goodrich Legrain Belt was so convincing that it was responsible for practically every subsequent Legrain installed in Minneapolis and vicinity.

Under the watchful eyes of numerous elevator officials it proved how Goodrich skill and rubber experience have successfully met the severe demands of receiving leg service.

The *slow aging quality* of Goodrich Legrain and Carigrain Belts makes the strongest appeal, Goodrich builds permanent efficiency into them. They are proof also against alternate dampness and dryness; they run true to the line; they are tremendously strong and long-lived.

In short, they have been proven time and again the last word in economical and efficient elevator practice. Let us figure on your next installation.

THE B. F. GOODRICH RUBBER COMPANY
Akron, Ohio

ESTABLISHED 1870

Goodrich

"Legrain" and "Carigrain" BELTS

"BEST IN THE LONG RUN"

KELLOGG RADIO

A Profitable Investment

for The Farmer

KELLOGG RADIO FOR BETTER RESULTS

A Kellogg receiving set in your home brings the world to your fireside.

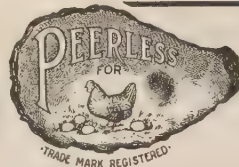
With Kellogg radio equipment:

- You can buy better.
- You can sell with greater profit.
- You can get the latest news.
- You can listen to the best music.
- You can have church services.
- You can benefit by educational talks.
- You will have a better farm and home with a Kellogg receiving set.

Send for a copy of our Radio Handbook, it contains worth while information.

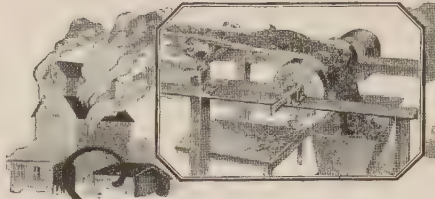
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FOR POULTRY Peerless Oyster Co.
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Made from FRESH SHELLS Only



Stop tramp iron
before tramp iron stops you

TRAMP iron is the mill's or elevator's greatest menace. In the rolls or grinders, or in touching other metal, it causes sparks. One little spark may set off a disastrous dust explosion of fire.

Stop tramp iron! Install Dings Magnetic Separators As shown above, they remove iron before it can do damage. Not even the smallest piece escapes. Endorsed by the National Fire Protection Ass'n. 4000 Dings in use!

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A cyclone
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has force of
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The New "1905" Cyclone Dust Collector

By improved construction, three-fourths of the back draft is eliminated and better work is done on less power. Send for prices and particulars.

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10,000 SHIPPERS
Are now using

TYDEN
CAR SEALS

Bearing shipper's name and consecutive numbers.

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Write for samples and prices

INTERNATIONAL SEAL & LOCK CO.
Chas. J. Webb, Vice President
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Scale Ticket Copying Book

Contains 150 leaves of scale tickets, four to a leaf. Each leaf folds back and with the use of a sheet of carbon makes a complete and perfect copy of the original on the stub which remains. The original tickets form the outer half of page, so the removal of any ticket does not release the others.

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test, Man On-Off, and Weigher's Signature. Size 9 1/2 x 11 inches. Printed on good paper. 5 sheets of carbon. Order Form No. 73, \$1.55; weight 2 lbs.

Grain Dealers Journal
309 So. La Salle St., Chicago, Ill.

Grain Receiving Ledger

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its numbered pages of linen ledger paper, size, 8 1/2 x 13 3/4 inches, is ruled for 42 wagon loads. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with keratol back and corners.

Form 43—200 pages, \$3.25

Form 43XX—400 pages, \$5.50

Grain Dealers Journal
309 So. La Salle St., CHICAGO, ILL.

Grain Shippers

and in fact all grain men who are wide awake and on the alert to get onto all the ins and outs of the grain business, subscribe for and read the Grain Dealers Journal

WHY-A-LEAK —STOP IT—

BAD ORDER CARS

cause the loss of many hard earned dollars to shippers of grain and seed.

MUCH OF THIS LOSS can be saved by the use of Kennedy Car Liners. These car liners practically condition a bad order car and enable shippers to load cars that otherwise would be rejected.

KENNEDY SYSTEM of car liners prevents leakage in transit and are made for all cases of bad order cars, consisting of full Standard Liners, End Liners and Door Liners.

WILL YOU NOT give us an opportunity to submit full details of our system and the low cost for this protection? We are confident this would demonstrate to you the efficiency and money saving merits of our car liners.

THE KENNEDY CAR LINER & BAG COMPANY

SHELBYVILLE, IND.

Canadian Factory at Woodstock, Ontario

ONE-SHAPE GRINDERS

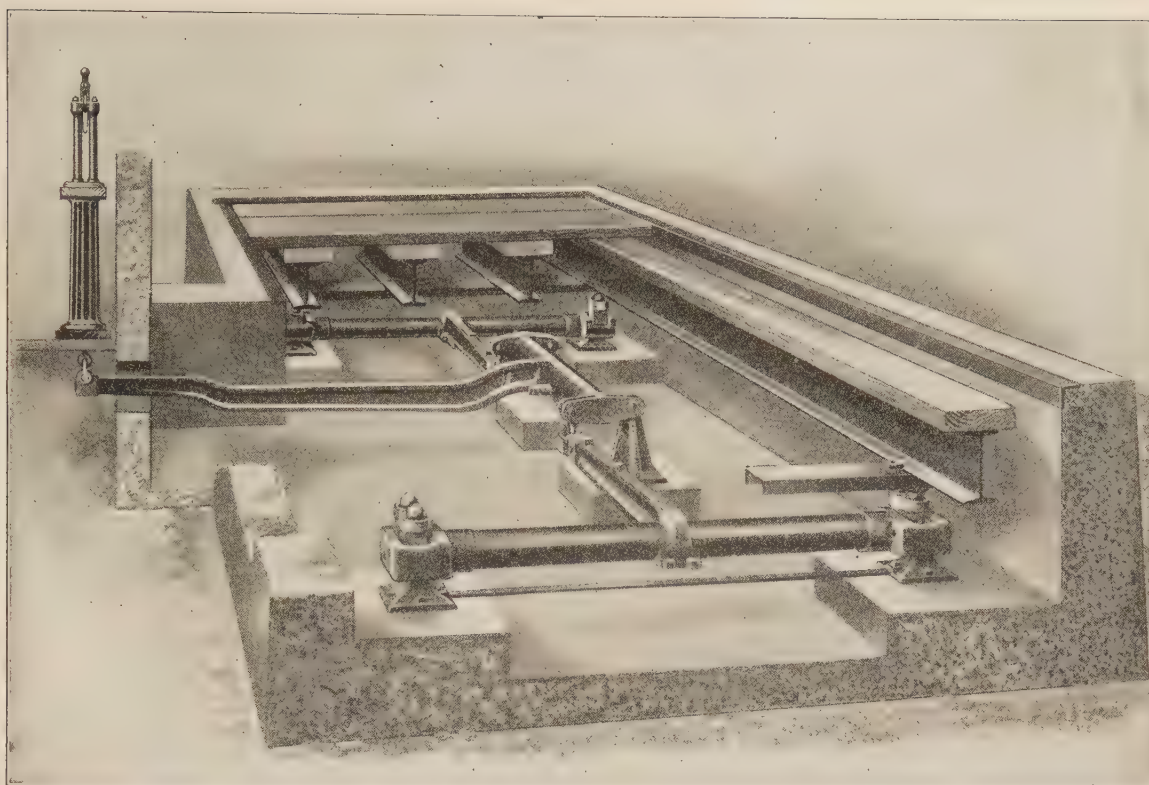
IT PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of Shaft; thus More Capacity, Lighter Draft, Longer Life.

"I desire to express my appreciation of the long-lasting, trouble-proof grinder. Have used a No. 4 ten years & it is less than One Dollar per year for repairs." E. W. Watt, Jacobburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue.

N. P. BOWSHER CO., SOUTH BEND, IND.



Real Scales

The commerce of the world is checked on scales at some stage of its production or in marketing. Is it any wonder then that the dividend collecting grain elevator operator is demanding quality when purchasing this most essential and important equipment?

We have been manufacturing scales since 1853, and during all these years the words "Quality and Howe" have been business bedfellows.

The Howe Wagon and Truck Scale as well as other Howe Scales are in use at thousands of grain stations throughout the United States. No grain elevator is complete without Howe Scales. The accuracy demanded in present day

grain marketing is best met with Howe Scales.

The simplicity of the design, construction, installation, operation and maintenance of Howe Scales has made them the scales preferred by grain elevator operators and grain elevator engineers.

Make your dollars do their duty, install a scale that has been manufactured for years and standard wherever the sun shines, and which has always emphasized that grand old word "SATISFACTION" with a great big capital "S".

There is a Howe agency near you; get in touch with them and end your scale troubles. If you prefer, a courteous and mechanically trained salesman will call.

Howe Scales Spell Business Insurance

Write for Commercial Scale Bulletin No. 2

The Howe Scale Company
Rutland, Vermont, U. S. A.

Chicago, St. Louis, Kansas City, New York, Boston, Philadelphia, Pittsburgh, Cincinnati, Cleveland, Minneapolis, Atlanta, New Orleans, San Francisco, or Portland, Ore.

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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Box 404 South Bend, Ind.**AGRICULTURAL GYPSUM**

Tell your farmer friends about it! It increases crops. Carries insect poisons, preserves nitrogen in animal and poultry manure, etc. Write today for valuable book—free!

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Dept. 94 844 Rush Street Chicago**DON'T EAT DUST**

Gibbs' Patent Dust Protector affords perfect protection with perfect ventilation. Thoroughly tested for years in every kind of dust. Nickel-plated protector \$1.50. Canada \$1.75, postpaid. Circulars free.

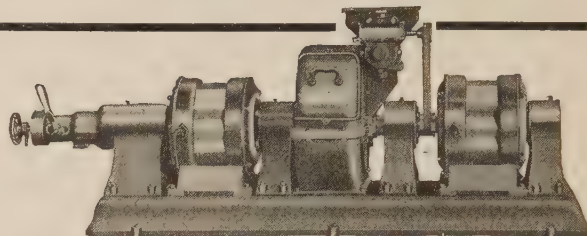
GIBBS RESPIRATOR CO.
246 Forest Ave., River Forest, Ill.**"There appears to be no wear-out to the MONARCH"**

Millers always have a good word for the MONARCH Ball Bearing Attrition Mill, because they are always on the job.

For instance, J. S. Orebaugh, of the Oppen-Orebaugh Milling Co., Norwalk, Conn., writes:

"Our MONARCH has given us uninterrupted service for over 5 years without a cent of expense except for grease and new plates. It is running just as smoothly as it did five years ago.

"When this mill is worn out we expect to be worth enough money to retire from business. In other words, there appears to be no wear-out to it."



The runner heads of the MONARCH Ball Bearing Attrition Mill never get out of alignment. No time lost for tramping.

From base to feeder the MONARCH non-trammable Attrition Mill is designed to produce fine and uniform feed. Write for Catalog ID-123—a sure step toward increasing your milling profits.

**SPROUT, WALDRON & CO., 1202 Sherman St., MUNCY, PA.**

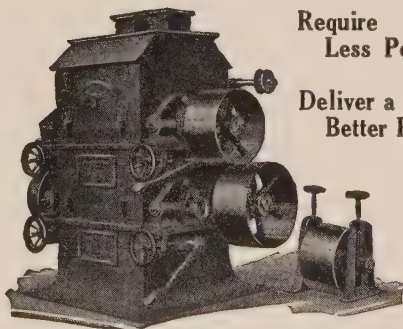
Chicago Office: 830, 9 South Clinton Street

Kansas City Office: 308 New England Building

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E H R S A M

One, Two and Three Pair High

Feed MillsRequire
Less PowerDeliver a
Better Product

Rolls cut especially for making cracked corn chicken feed, cut wheat. Also standard corrugations for corn meal and feed.

Send for Bulletin No. 20

The J. B. Ehram & Sons Mfg. Co.

Enterprise, Kansas

ACCOUNTBOOKS

FOR

GRAIN DEALERS

GRAIN RECEIVING BOOK Form 12 AA is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8 1/4 x 14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 41 wagon loads and each book has 200 pages or spaces for records of 8,200 loads. The book is well printed, ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2 1/4 lbs.

GRAIN SHIPPING BOOK Form 14 AA is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10 1/4 x 16 1/2 inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial. Our Weights in Bushels, Grade, Difference, Bushels Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of 2,250 cars, is printed on linen ledger, well bound in heavy canvas covers with keratol corners. Weighs 4 lbs.

COMPLETE SET FOR \$6.50**GRAIN DEALERS JOURNAL**

309 So. La Salle Street, Chicago.

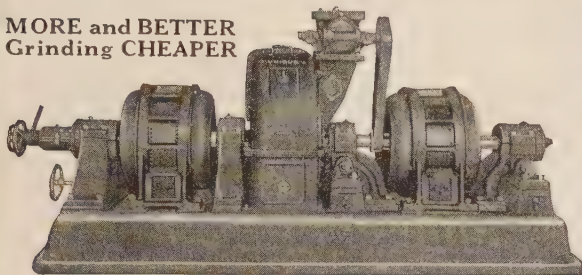
A SOUND INVESTMENT—

Here is a machine that builds up a profitable feed grinding business which turns slack times into busy times—pays the overhead expenses of your mill or elevator—and shows a nice profit.

UNIQUE

Ball Bearing Attrition Mill

MORE and BETTER
Grinding CHEAPER



Install this most modern feed grinder and let your business flourish. A UNIQUE Mill will give you greater capacity—grind a better product—and keep operating expenses lower than any other feed grinder on the market. This is assured by exclusive patented features.

Ask for Catalog No. 12, which illustrates and describes the machine in full. No cost or obligation to you.

ROBINSON MFG. CO.

42 ROBINSON BLDG.

MUNCY, PENNA.

The *Bauer* BALL BEARING ATTRITION MILL



HERE IT IS!

THE NEW "BAUER"

*A Profit Maker—Saves Time
Money*

Ball bearings throughout. Motors always in line. Easily converted at any time from belt to motor drive. Fitted with the famous "Bauer" Quick Release Springs. Non-Leakable Seal Rings.

For Full Information Write to

THE BAUER BROS. CO.

506 BAUER BLDG.

SPRINGFIELD, OHIO

Improved Duplicating Grain Tickets

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and a ticket for the hauler. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 $\frac{3}{4}$ inches. The 125 duplicates are printed on manila but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

Form 19GT Duplicating (250 pages) \$1.50

Form 19GT Triplicating (375 pages) 2.00

Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.

What's Wanted?

The quickest way to supply your needs is to tell your wants to a sympathetic audience.

The "Wanted and For Sale" pages of the GRAIN DEALERS JOURNAL affords the largest and best medium to make your wants known.

Read what satisfied customers say:

"It pays to advertise in the GRAIN DEALERS JOURNAL. We have had several desirable replies to our Help Wanted ad."—Bloomington Mills, Bloomington, Ill.

"You need not insert our ad. again as we have found a boiler."—Hoerner Elev. & Mills Co., Lawrenceville, Ill.

"We have secured all the help we need from our adv. in the JOURNAL. We have probably received 40 or 50 replies, and are much pleased with results."—Clovis Mill & Eltr. Co., Clovis, N. M.

The charge for such announcements is small—only 25c per type line. Try them. Supply your needs quickly.

Grain Dealers Journal

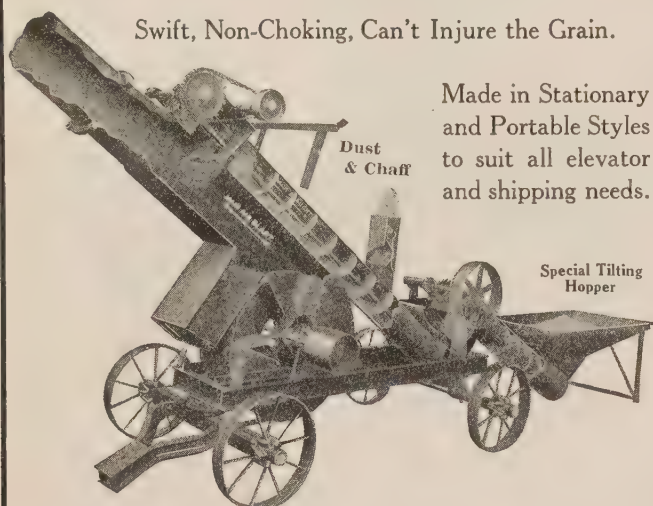
309 So. La Salle St.

CHICAGO, ILLS.

The BERNERT Grain Blower and Conditioner

Will Blow Your Grain Where You Want It

Swift, Non-Choking, Can't Injure the Grain.



Made in Stationary and Portable Styles to suit all elevator and shipping needs.

Not Only Conveys the Grain but Cleans It

and Conditions It to a Surprising Degree. Guaranteed not to crack or injure the grain in any way, because material feeds in ahead of blower—does not pass through fan, so cannot clog it or be bruised by it.

Study the illustration and then send for descriptive literature.

Bernert Sales Corporation

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Milwaukee, Wis.

SALT

Mixed cars of all grades

MYLES MEDIUM salt is especially prepared for the elevator and farm trade. We guarantee it not to cake or harden under any climatic conditions.

MYLES FARM SALT is a new development following years of experience in grinding pure salt. For meat curing and the fullest approval of your farm customers it is without an equal.

MYLES TABLE SALT is a free running, superior salt for the table use. It comes in convenient packages and waxed, wrapped cartons.

SALT BLOCKS pressed from the same high standard MYLES SALT and just as clean and white as you would serve on your table.

Prices and samples on request

HIGBIE SALT CO.

360 N. Michigan Ave. Chicago, Illinois

Duplicating Grain Contracts

Do not take chances on verbal contracts for future delivery of the grain you are now purchasing. With the present unstable condition of the markets, Mr. Farmer is very liable to forget them if the market should advance or his crop be a failure.

Our Duplicating Grain Contracts will save you time, worry and money and should be used on every purchase. They certify the Farmer "has sold — Bushels of — at — cents per bushel, to grade No. —, to be delivered at — on or before —." They also certify that "If inferior grain is delivered, the market difference at which such grain is selling on day of delivery shall be deducted."

Put up in books of 100 duplicate sets. Originals of bond paper are machine perforated so they may be easily torn out, while the manila duplicate remains firmly bound in the book. Both sheets contain a printed form on the back for entering all grain delivered on the contract. Check bound and supplied with 3 sheets of carbon. Order FORM 10DC, Price \$1.00.

Send all orders to

Grain Dealers Journal

315 South La Salle St.

CHICAGO, ILL.

Purchase and Sale Contracts

is a new book, designed to meet an ever increasing demand for a record which will enable the dealer to balance his Purchases and Sales and determine almost instantly, whether he is long or short.

Separate pages are devoted to each kind of grain, thus simplifying the recording of each contract. This form covers facing pages, the left hand pages being devoted to a record of contracts for—Purchased, under which the following information is entered: "Date, From Whom Bot, Bushels, Grade, Delivery, Price, By Whom, How and Remarks."

The right hand pages provide spaces for a record of contracts for—Sold as follows: "Date, To Whom, Bushels, Grade, Shipment, Price, By Whom, How and Remarks."

Do not attempt to do business without keeping this record. It requires only a few minutes work each day and may prevent large losses with the present unstable conditions of the market.

The book contains 100 double pages, size 8½x14 inches, ruled and printed on heavy ledger paper and well bound in full tan canvas.

Order Form 18 P & S, price \$3.00 per copy

GRAIN DEALERS JOURNAL

315 South La Salle St.

Chicago, Ill.



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Established 1908 - Reg. U.S. Pat. & Tm. Off.

Confirmation Blanks Simple-Complete-Safe

If you would avoid trade disputes, and differences and prevent expensive errors, use triplicating confirmation blanks. You retain tissue copy, sign and send original and duplicate to customer. He signs and returns one and keeps the other.

This places the entire burden for any misunderstanding of your intentions upon the other party and protects you against the expensive misinterpretation of your trades.

The use of these confirmations makes for safer business. Spaces are provided for recording all essential conditions of each trade.

Fifty confirmations in triplicate and two sheets carbon bound with pressboard and wire stitched, size 5¼"x8¼".

Order Form 6 CB, Price 90 cts.

Grain Dealers Journal
309 S. La Salle Street CHICAGO, ILL.

Coal Sales Book

For Retail Coal Dealers

It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

It contains spaces for 6,000 wagon loads. Each page is ruled with column headings, as follows: Date, Ledger, Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8½"x14 inches and contains 150 numbered pages of superior ledger paper. Well bound with best binder board, covered with cloth, leather back, and round leather corners.

Order Form 44. Price \$3.00.

Grain Dealers Journal
309 So. La Salle St., Chicago, Ill.



READY FOR WORK

The **TRIUMPH** Corn and Cob Crusher comes to you ready for work. Put on the belt and go ahead. Adjustments to crush coarse, medium or fine are easily and quickly made.

You'll be surprised to learn its low price. Let us tell you more. Ask for the crusher bulletin.

THE C.O. BARTLETT & SNOW CO.
Main Office and Works: Cleveland, Ohio.

Receiving and Shipping Set of Grain Books

Grain Scale Book Size of page, 10½"x15¼ inches. This indexed receiving book is designed to meet the needs of dealers who want something better than the ordinary. Separate pages are given to each farmer and all are indexed so that their accounts may be instantly located. If so desired, it can be used as a grain journal, the two "L. F." columns providing for posting both debits and credits and entering the numbers of the ledger pages.

The book contains 252 numbered pages of high grade heavy linen ledger paper, each ruled for 41 wagon loads, thus having room for 10,332 loads, in addition to a 28-page index. Together with "Grain Shipping Ledger" it forms a complete set of books of high grade.

This book is bound in heavy red keratol back and corners with black cloth sides, and its name is stamped in gold leaf on the front cover. Order Form 23. Price, \$4.50. Weight, 6 lbs.

Grain Shipping Ledger. Size of page, 10½"x15¼ inches. The Grain Shipping Ledger is the best shipping book money can buy, giving complete information regarding each shipment and the returns therefrom. Left hand pages show complete records of each shipment, while corresponding lines on right hand pages show details of the "Returns."

Each book contains 100 double pages of heavy linen ledger paper and a 16-page index, thus affording ample space for a large number of accounts. Each page is ruled for 50 entries, giving a total capacity of 5,000 cars to the book.

This double page form, combined with "Grain Scale Book" makes an excellent set of books for country dealers who want high grade material and workmanship as well as practical convenience. It is cloth bound with black keratol back and corners. "Grain Shipping Ledger" is stamped in gold leaf on front cover. Order Form 24. Price \$4.00. Weight, 5 lbs.

Grain Dealers Journal

309 So. La Salle St.

Chicago, Ill.

GRAIN ELEVATOR BUILDERS

Younglove Construction Co.,
Sioux City, Iowa.

Dear Sirs:—

I am starting on a trip to Hancock, Iowa, tomorrow morning and will not be back for 10 days, so am sending check for \$350.00 to meet pay roll, etc. I will send the lumber and hardware bills when I return.

Wish to express our appreciation of the workmen you have sent to do the repairing here. Mr. A. Johnson, Chas. A. Clark and F. M. Lawrence are all good workmen and hard workers and men we are proud to have as friends.

Yours truly,

Farmers Elevator Co., Letcher, S. D.

Per B. M. Halladay, Mgr.

July 15, 1924.

Through 25 years' experience in feed manufacturing
we are now supplying

Yearly Feed Formula Service

Covering

Special formulas for every Feed for Animals, to Produce Rapid Growth and Increased Production.

INFORMATION regarding best machinery for handling, cleaning, separating, grinding, cracking, polishing, pulverizing, measuring, mixing, weighing, and drying the ingredients used in manufactured feeds.

Feed Plant Designing — Construction
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MILLS AND STORAGE TANKS

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ENGINEER and CONTRACTOR of
GRAIN ELEVATORS

Any Size or Capacity
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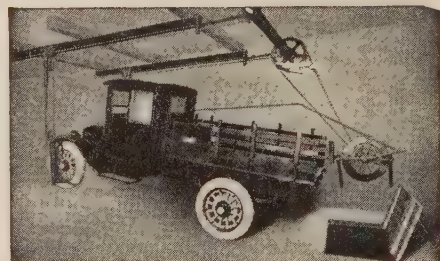
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issue a net price catalog. If in
the market write us for one.

WHITE ★ STAR ★ CO.
WICHITA, KANSAS

GRAIN and COAL ELEVATORS

T. E. IBBERSON CO.

CONTRACTING ENGINEERS
MINNEAPOLIS, MINN.



McMillin Wagon and Truck Dump

Prepare to handle any style or length wagon that may come to your elevator, as the farmers are each year using more of the long coupled wide bedded wagons.

The McMillin dump handles any length wagon or truck, and they can be raised to any slope, even sufficient to discharge grain from the rough wagon beds without the necessity of getting in the bed and kicking or raking it out.

It will dump any length vehicle into one dump door. By extending the track the one device will dump into several dumps in a line in the driveway. Few, if any, changes required in your driveway, as it has no connection with driveway floor.

All dumps equipped for operating by hand or power.

Two Horse Power Motor or 4" belt from other machinery is sufficient.

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★ **The Star Engineering** ★
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Specialists in
Grain Elevator Construction

Our elevators stand every test,
Appearance, Strength, Durability
and Economy of Operation.

Estimates and information promptly furnished

Wichita, Kansas

Shipping Notices Duplicating

are designed for use by grain country shippers in advising receivers of shipments, giving complete information regarding each car. The carbon copy remaining in the book gives shippers a ready reference for each load.

The form shows the grade, kind and weight of grain loaded into car—initials and number, with seal numbers, at.....station, on.....date; billed shipper's order, notify.....draft for \$.....; made thru.....bank of.....to apply on sale of.....bushels made.....

Printed on white bond originals, perforated so they may be easily removed without tearing, and yellow manila duplicates. Bound in books of 50 sets with heavy hinged pressboard tops and binders board bottoms, size 5½x8½ inches and supplied with two sheets of carbon. Order Form No. 3. S. N. Price 75c. Send all orders to

GRAIN DEALERS JOURNAL
315 So. La Salle St., Chicago, Ill.

A Kansas dealer, who advertised his elevator for sale in the Journal, at a stipulated price, received so many replies from prospective buyers he decided to keep it.

GRAIN ELEVATOR BUILDERS

RELIANCE Construction Co.

Board of Trade
Indianapolis, Ind.

Designers and Constructors
of the better class of grain
elevators—concrete or wood.

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Designers and Builders of
**MODERN MILLS,
ELEVATORS and
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HORNER & WYATT

Designers of
**Flour Mills and Grain Elevators,
Warehouses, Power Plants and
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Designers and Builders—GRAIN ELEVATORS—WAREHOUSES—FLOUR and FEED MILLS
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Siding and Roofing

Corrugated or Flat
Galvanized or Painted
Immediate Shipment from Stock

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DESIGNERS AND BUILDERS OF
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CRAMER BUILT

is the mark designating the best in Grain
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CORRUGATED SHEET STEEL for
prompt shipment from our well-stocked
warehouses in carloads or less. Our
prices are always right.

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Phoenix, Ariz.

Your Opportunity

is here. Now is the time to
let the elevator man know
you want his business. Ad-
vertise in the

Grain Dealers Journal

HICKOK Construction Co. MINNEAPOLIS ELEVATORS

Duplicating Wagon Load Receiving Book

Hauler	Gross	Tare	Net	

This book is designed to facilitate the work of country buyers during the busy season when each farmer is hauling a number of loads at a time. The above illustration shows the left hand side of the sheet which remains in the book. The outer half has the same rulings, but is printed on the other side of the sheet, so that when sheet is folded back on itself, and a sheet of carbon is inserted, an exact duplicate will be made of each entry. Each page has room for 33 loads and is machine perforated down the middle so outer half may be torn out and given to the farmer or sent to headquarters of line company.

The book is 12x12 inches, check bound with canvas back, contains 225 leaves ruled both sides, and nine sheets of carbon.

Order Form 66. Price \$3.00. Weight. 4 lbs.

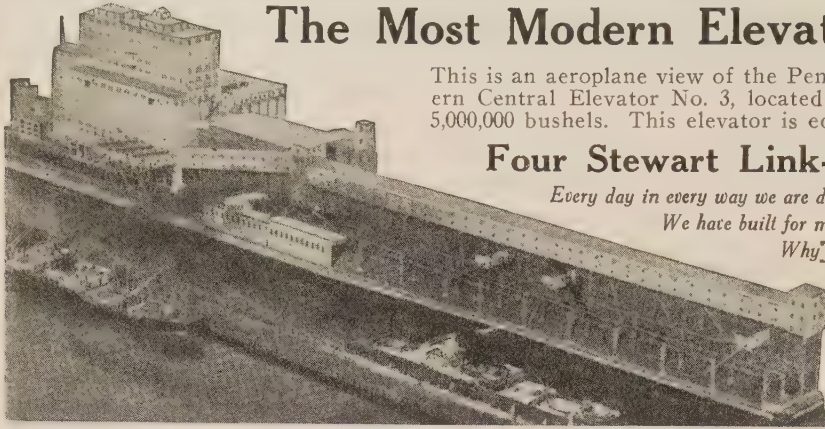
Grain Dealers Journal

309 So. La Salle St. Chicago, Ill.

DO IT NOW

Place your name and business before the progressive grain elevator men of the entire country by advertising in the **Grain Dealers Journal**. It reaches them twice each month.

The Most Modern Elevator in the World



This is an aeroplane view of the Pennsylvania Railroad Company's new Northern Central Elevator No. 3, located at Canton, Baltimore, Maryland, capacity 5,000,000 bushels. This elevator is equipped with

Four Stewart Link-Belt Grain Car Unloaders

Every day in every way we are designing and building better and better Grain Elevators.

We have built for many of your friends—Eventually we will build for you.

Why not now?

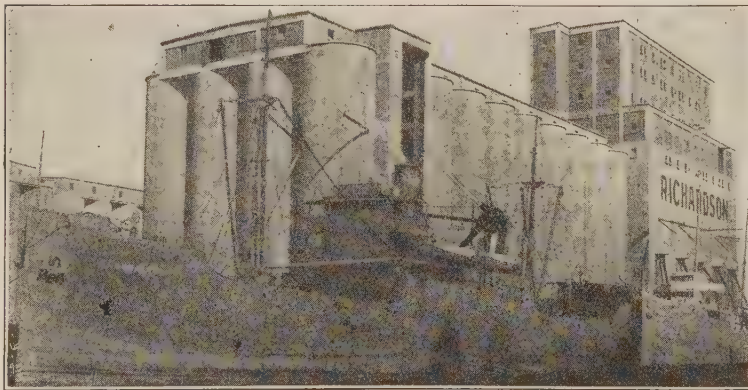
James Stewart & Co., Inc.

Designers and Builders

GRAIN ELEVATORS

In All Parts of the World

Grain Elevator Dept., W. R. Sinks, Manager
1210 Fisher Building, Chicago, Ill.



One of a Group of Elevators

Built by us at Port Arthur. The group includes elevators for

The James Richardson & Sons, Limited.

The Saskatchewan Co-operative Elevator Co., Limited.

The Grain Growers' Grain Company, Limited.

THE BARNETT-McQUEEN COMPANY, LIMITED

Designers and Builders of GRAIN ELEVATORS

Offices: Fort William Ont., Duluth, Minn. Minneapolis, Minn.

First Unit Municipal Terminals, City of Norfolk, Virginia, U. S. A.



This work consists of a modern concrete grain elevator, piers, warehouses, slips and wharves, costing approximately \$5,000,000. It is being constructed in accordance with the plans and specifications and under the engineering supervision of

Folwell-Ahlskog Co.

Engineers and Constructors

Chicago, Illinois, U. S. A.

Operated by
The Eastern Grain,
Milland Elevator
Corporation



Concrete-Central
Elevator, Buffalo, N. Y.
Capacity
4,500,000 Bushels

Designed and Built by
Monarch Engineering Company
Buffalo, N. Y.

2,000,000 Bushel Elevator
3,000 bbl. Flour Mill
Office Building
Power Plant
Warehouses
and other
Buildings

Built by

Fegles Construction Co., Ltd.

Minneapolis, Minn.

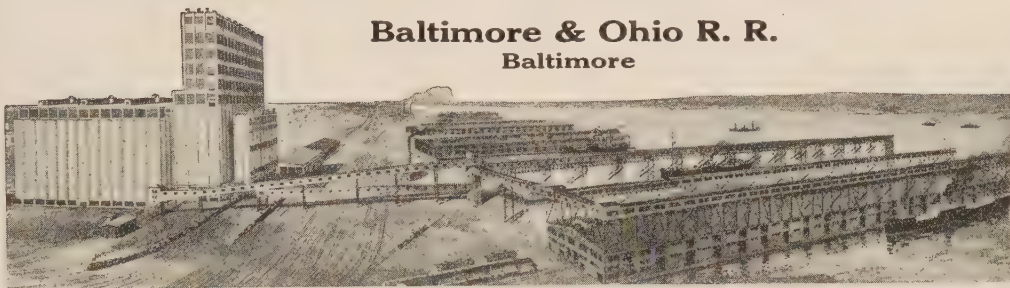
Ft. William, Ont.



State Owned Mill and Elevator, Grand Forks, N. D.

"A 1923 model that speaks for itself"

Baltimore & Ohio R. R.
Baltimore



John S. Metcalf Co.
Grain Elevator Engineers

108 S. La Salle Street
Chicago, Ill.

54 St. Francois Xavier
Street

Montreal, Que.

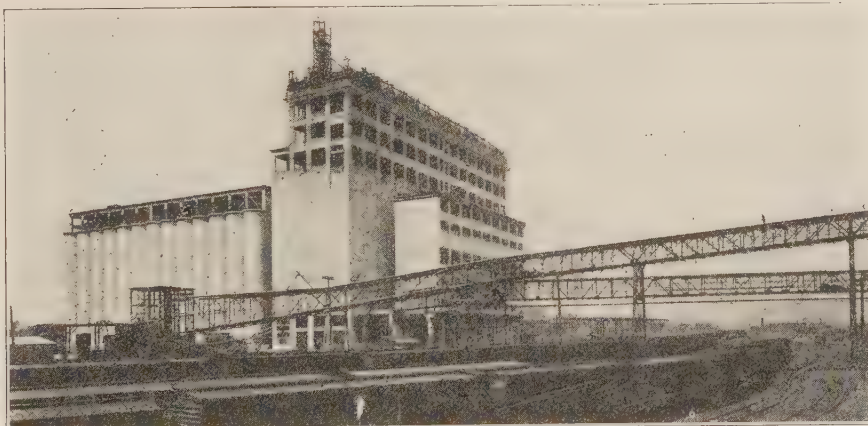
also at

Melbourne,
Australia

Buenos Aires,
Argentina

Vancouver, B. C.

London,
England



Terminal Grain Elevator

Capacity 3,800,000 Bushels

for

The Baltimore and Ohio R. R. Co.
Baltimore, Md.

Now under Construction

By

THE M. A. LONG CO.

Engineers and Constructors
Grain Elevator Department

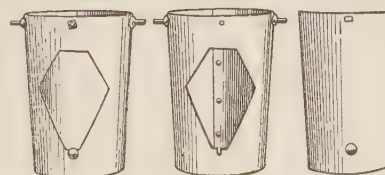
Baltimore - Maryland

THE VALUE

OF AN ADVERTISEMENT

Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

Kewanee RENEWABLE BOTTOM Grain Spout



With a pair of plyers you can instantly slip in a new Kewanee bottom—made from tough, special analysis steel. A square shouldered bolt with a square hole in the renewable bottom, prevents the nut from turning. This bolt, and a large oval-headed rivet that slips into a slot holds the bottom firmly in place. The grain cannot wear off the rivet for the hole in the bottom is countersunk and the rivet is then beaded into it.

Kewanee Implement Company

Don't discard entire spouts, or sections because of small holes. Use a Kewanee Renewable Bottom Spout and when the bottom wears simply slip in a new one which costs only about 37½ cents for the 8" size and smaller. A Kewanee costs a little more than ordinary spouts but outwears a dozen of them.

Order One on Trial

We will ship you a Kewanee Grain Spout. Use it a month, six months—a year. If you're not satisfied return it and we will refund your money. All we need know is the outside diameter, or outside rectangular measurements of your down spout, and length of spout wanted.

343 Commercial St.
KEWANEE, ILLINOIS

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE

CENTRAL IOWA elevator for sale. \$11,000. Good proposition. James M. Maguire, 6440 Minerva Ave., Chicago, Illinois.

ILLINOIS—Elevator in Corn Belt for sale. Station Arcola, Illinois. Good drawing territory. Price \$12,000. Inquire R. O. Harris, Arcola, Illinois.

WISCONSIN—Up-to-date grain elevator and flour and feed house for sale at reasonable cost. Write Emil Hauterbrook, 1272 Walnut street, Green Bay, Wisconsin.

IOWA—20,000 bushel iron clad elevator for sale; feed and coal sheds; main line I. C. R. R. For particulars address 53P16, Grain Dealers Journal, Chicago, Illinois.

INDIANA—15,000 bu. capacity elevator, 7 room house, 2 town lots and 7 acres ground adjoining, 9c rate to Chicago; priced at \$7,000 for quick sale. Address 53P7, Grain Dealers Journal, Chicago, Illinois.

NORTHWEST IOWA—20,000 bu. cribbed elevator for sale; built 4 years; best grain territory; station ships 800,000 bus.; one competitor; crop prospects fine. Address 53P13, Grain Dealers Journal, Chicago, Ill.

MINNESOTA—Grain elevator and feed mill for sale; doing good grinding business every day; only mill and feed dealer in town. Other business requires my time. Address Wm. Cummings, Hugo, Minn., for particulars.

ILLINOIS—Elevator at Wolf Lake, Ill.; fully equipped; located on railroad; good place for exchange mill, none here; Atlas Powder Company located here recently; town on the boom. Address Thos. Rixleben, Jonesboro, Illinois.

NEBRASKA—70,000 bu. capacity elevator, crib construction, covered with sheetiron, for sale; warehouses attached for handling sacked grain; located on the Burlington right-of-way. Address 53N11, Grain Dealers Journal, Chicago, Illinois.

IOWA—Grain elevator, warehouse and coal sheds for sale in Independence, Iowa. The only elevator on the I. C. Railroad in this good county seat town. Priced right; terms given. If interested, direct your communications to L. C. McGill of that city.

KANSAS Elevator practically sold after three insertions. Here's what the advertiser writes: "We enclose check for three insertions of our ad. We have had more than a dozen inquiries from our ad and believe that we will be able to effect a sale." This proves conclusively the value of a Journal Want-Ad.

CENTRAL ILLINOIS—35,000 bus. elevator for sale, 22,000 bus. power ear corn crib; in the heart of the corn belt; 3 miles from city of 12,000, located on I. C. R. R.; new ten ton truck scale and office; 6 ton wagon scale in power ear corn crib; Hopper scale in elevator; new 25 H. P. Fairbanks-Morse Engine for elevator; 10 H. P. Fairbanks-Morse Engine in power corn crib; low drive to elevator and crib; 5 room dwelling house; station handles 175,000 bus. yearly. Everything A1 condition. Reason for selling have gotten in a new business which requires all my time. Will carry responsible party for part of purchase price. Price will be right if sold at once. Address 52L21, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

OHIO—Two elevators and coal business for sale, good grain territory, good roads. Address 52F28, Grain Dealers Journal, Chicago, Illinois.

EASTERN ILL.—30,000 bu. cribbed elevator, brick store, 5 room residence. Must be sold to satisfy creditors. Address James M. Maguire, 6440 Minerva Ave., Chicago, Ill.

NORTHWEST IOWA—30,000 bu. elevator for sale; good territory and good business. Flour, feed and salt in connection. Address 52H29, Grain Dealers Journal, Chicago, Ill.

SOUTHERN MINNESOTA—First class modern elevator for sale; at very good station; good crop at hand; no feeding. Address 53P19, Grain Dealers Journal, Chicago, Ill.

A former Iowa elevator owner who advertised his plant in our "Elevators For Sale" columns writes in as follows: "I sold my plant to the first party answering my ad which I had in the Journal."

NORTHEAST KANSAS—7,000 bu. elvtr. for sale; on S. F. Ry., \$6,000. May carry back a part with responsible party. Must quit grain account health. Address 52D7 Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—If you do not find the elevator you want advertised, place your wants in the "ELEVATORS WANTED" section and you will receive full particulars regarding many desirable properties not yet advertised.

NORTHWEST MISSOURI—One elevator in a one-elevator town; no competition. Good 10,000 bu. capacity house. Price, \$7,500; terms on half if desired. Address 52M19, Grain Dealers Journal, Chicago, Ill.

SOUTHWEST KANSAS—New elevator for sale; best wheat crop; no competition; in new town; year around proposition; will ship from 100 to 150 cars per year. Address 53N5, Grain Dealers Journal, Chicago, Ill.

CENTRAL MICHIGAN—Iron clad grain and bean elevator in one of the best bean growing sections in Central Mich. for sale; fully equipped; in No. 1 condition; side lines coal, cement, feed, tile, etc. Address 53P5, Grain Dealers Journal, Chicago, Ill.

BARGAIN IF TAKEN AT ONCE—Someone is always looking for an elevator at a good grain point and reads these ads just like you're doing now, so if you wish to dispose of your present property; to enlarge your present interests, or embark in the grain business USE these columns to your best advantage just as others are doing. WE WILL assist you in the composition of copy free. We are in business to be of service to YOU. There is no wrong time to put an ad in the columns of the Journal. TRY IT.

MISSOURI—21,000 bu. capacity frame elevator for sale, in good condition; gasoline power; could have electric power if wished, as have a good electric power plant nearby; rock foundation. One seed house near the office and elevator, frame, about 20'x26'x8', post foundation. One good two-story frame building near office about 30'x30' with rock foundation and basement under one-half of the building; could be used for poultry house, mill or feeds. Coal sheds. Address 53N16, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

NORTHERN INDIANA—10,000 bu. capacity iron clad elevator for sale, nearly new, with feed house attached. L. B. 241, LaGrange, Ind.

NORTHERN ILLINOIS—3 country grain elevators for sale with lumber yard attached. All in good repair. Address 51W2, Grain Dealers Journal, Chicago, Illinois.

YOU MAY BE MISSING SOMETHING.

AN ILLINOIS elevator company running a 3 line ad in one issue says: "We had 25 applications from that ad. Thank you."

NORTHERN IOWA elevator for sale, located in very good town with good territory for business. For terms and particulars address 52J8, Grain Dealers Journal, Chicago, Ill.

IOWA—64,000 bu. elevator, coal shed, flour and feed warehouse, located at Pocahontas, Ia., for sale; 100 miles northwest of Des Moines on C. R. I. & P. This is one of best grain points in Iowa; over 900 cars grain shipped last year; good competition. Reason for selling, other business on hand. No trades accepted. If interested as buyer for real business write or investigate. P. L. Rivard, Owner, Pocahontas, Ia.

BARGAIN OFFER OF THE YEAR—Richland Grain Co.'s Elevators at Earl Park and York Switch, Ind., are offered at private sale from day to day. Average grain handling 463,700 bu. per year. Cheapest possible storage room for over 200,000 bu. of grain. Two and one-half miles apart, one on R. R. having I. P. billing to Chicago, the other on a main trunk line having direct connections with Indianapolis, Southern, Eastern and Michigan markets. Close enough together that one can feed to the other when pays to do so, having own trucks. We believe this the best country grain business ever offered publicly. It's well worth the investigation of any man who wants to make money in the grain business. Earl Park Elevator concrete, York Elevator cribbed. Driers in each house. To the highest bidder; one-third cash, one-third 9 months and one-third in 18 months. Headquarters Earl Park, or address Lee Dinwiddie, Assignee, Fowler, Ind.

ELEVATOR FOR SALE, LEASE OR TRADE.

WISCONSIN—45,000 bus. concrete elevator for sale, lease or trade; on 7 lots; 3 tracks on C. M. & St. P.; in best condition; opportunity to build up large feed business. Reasonable price. P. J. Mueller, 1464 Byron St., Chicago, Ill.

ELEVATOR BROKERS.

ALWAYS HAVE grain elevators for sale. J. M. Maguire, 6440 Minerva Ave., Chicago, Ill.

ELEVATORS WANTED.

WANTED—Elevator, must be in first class grain territory and priced low. Address O. W. Long, Mound City, Mo.

WILL EXCHANGE 510 acres good Montana land for elevator in Indiana, Illinois, Michigan or Iowa. Address 52M4, Grain Dealers Journal, Chicago, Illinois.

WOULD TRADE 353 acres Texas black cotton land, encumbrance \$16,500, equity \$50,000, for clear elevator or business property, preferably in Texas. Box 154, Cleburne, Texas.

It's Money in Your Pocket

to use the Universal Grain Code. Read the following letter, written by a firm that is well known and who are users of the Universal Grain Code.

111 W. Jackson Blvd.

Chicago, Nov. 3, 1920.

Grain Dealers Journal,
305 So. LaSalle St.,
Chicago, Ill.

Gentlemen:

We beg to advise that ever since the publication of the Universal Grain Code, we have used it continually with most of our brokers, and find it very satisfactory indeed. We found it a little difficult at first to educate some of our brokers to its use, but finally overcame any objections they had and now we use it almost entirely in transacting our cash grain business between the various markets in the East and Chicago. It is not only very complete in all details but is made up in a manner that permits of considerable saving in telegraph toll.

Yours very truly,

J. C. SHAFFER GRAIN
EMC*ES COMPANY

Note what they say about the completeness of the code and how easy it is to find words thru the convenient arrangement. Many other grain firms say the same.

The code contains 146 pages of policy bond paper on which are printed over 14,000 code words for modern, up-to-date trade expressions, every one of which will effect a saving in your telegraph bills.

Follow the example of the J. C. Shaffer Company and stop the leaks in your profits by using an up-to-date, complete grain code.

Send your order today

Price \$3.00

Grain Dealers Journal

309 So. LaSalle St.

CHICAGO

SITUATION WANTED.

EXPERIENCED grain man, 49 years old, with family, available at once for country elevator. Nebraska preferred. Address Grain Man, 2875 Ohio St., Omaha, Nebraska.

MAN EXPERIENCED in handling grain, lumber and coal, wants position as manager with good firm. Can begin at once. Address 53N1, Grain Dealers Journal, Chicago, Ill.

YOUNG MAN experienced in grain, lumber, feed milling and livestock wants position as manager of good country station; good mixer, married. Prefer Iowa. Address 52J37, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager of country elevator. Have had 15 years' experience in the management of both line and farmer houses. Can furnish first class reference. Address 53P8, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED MAN in all lines of Grain Business wishes to make connection with some good firm as manager, private wire office, good mixer, furnish best references. Address 53N21, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as manager of elevator in Illinois by man 38 years of age, 10 years' experience. At present employed; want change account school; reference. Address 53N19, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED grain man wants position with some good firm, can manage line of elevators or handle any part of the business; young, married, can make change soon. Address 52J36, Grain Dealers Journal, Chicago, Ill.

WANT position as mgr. of country elevator, either farmers' or Line Co., by married man, 22 yrs' experience buying and selling grain, handling coal, flour, feed, lumber; ran cleaning and mixing house 5 yrs. Must make change from present location account of school. Best of references. M. McGlin, Kinbrae, Minn.

WANT position as manager with some line house or farmers' elevator company in good grain country, preferably Kansas or Nebraska. Have had 8 years' experience handling grain and seeds, 6 years in implement retail, including 6 years in general mercantile; can furnish good references in any line; can start at once. Address 53N10, Grain Dealers Journal, Chicago, Ill.

PARTNER WANTED.

WANTED—Partner with Chicago Board membership and New York Exchange connection preferable, to join me in establishing one or more brokers' offices in cities of 25 to 100 thousand population having no private wires or competition, proven field, plenty of business available. Address 53N15, Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS Grain firm operating two country elevators and track grain office desire partner who will invest \$10,000 and assume an active part in the management of the business. Excellent opportunity to connect with a well-established and growing business. Negotiations confidential. Address 52M20, Grain Dealers Journal, Chicago, Ill.

OFFICE EQUIPMENT.

BURROUGHS Adding Machine, practically new, for sale. Nine bank, wide carriage and latest model. Priced right. Address J. C. Koehn & Company, Homer, Illinois.

FUNNY EXPERIENCES.

FUNNY STORIES WANTED.
Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, Grain Dealers Journal, Chicago, Ill.

SCALES FOR SALE.

BIRD SHIPPING SCALE that has been used but slightly, in excellent condition, for sale, reasonable. Farmers Elevator Co., Arcadia, Ia.

HOPPER SCALES: One insertion sold mine. I made money and saved the purchaser money, so we are both happy—thanks to the Journal. —E. H.

FAIRBANKS AUTOMATIC Grain Elevator Shipping Scale 8 bu. per dump, 2,000 bu. per hour, latest type, brand new, never out of the crates. Richardson Scale Company, Minneapolis, Minn. or Omaha, Nebr.

FOR SALE—One 4 bu. Richardson and two Richardson 8 bu. automatic scales. All self compensating; fine condition. One 8 bu. Avery; one R. R. track scale. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop. Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

SAMPLE ENVELOPES—**SPEAR SAFETY**—for mailing samples of grain, feed and seed, made of very heavy manila for strength and durability and to withstand hard usage. Special folding method for closing envelope. Have a limited supply to sell at \$2.75 per hundred or in lots of 500, \$2.50 per hundred, f.o.b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 S. LaSalle St., Chicago, Ill.

BAGS—BAGGING—BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted' Second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago.

WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. READ and USE THEM.

Clark's Wagon Load Grain Tables

(ON CARDS)

show the reduction of any weight of grain from 100 to 4090 pounds by ten pound breaks, to bushels of 32, 48, 56, 60 70 and 72 pounds.

Six tables printed in two colors, on both sides of three cards, size 5½ x 10½ inches. Price 65 cents, postage 4 cents.

GRAIN DEALERS JOURNAL

930 So. La Salle St.

CHICAGO, ILL.

MACHINES FOR SALE.

FOR SALE—Two Gibbs Belt Bean Picking Machines at \$25.00 each. Bad Axe Grain Company, Bad Axe, Michigan.

FOR SALE—One 3 pair high 9x18 Allis Feed Mill in excellent condition. Price reasonable. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

CENTURY MOTOR for sale. 15 h.p., single phase, type R.S. In very best of condition; may be seen working. A bargain. J. C. Koehn & Company, Homer, Illinois.

FOR SALE—3 steel elevator legs, complete. 14"x21", inside measurements. Also 1500' of 12" conveyor in metal box, excellent shape. Standard Mill Supply Co., Kansas City, Mo.

FOR SALE—Large feed mill grinder manufactured by Williams Patent Crusher Co. Their Size "C" Miller's special grinder complete, excellent condition, exceptionally low price. Mohawk Asbestos Slate Co., Inc., Utica, N. Y.

ATTENTION! BARGAIN.

Four—120 bushel Nordyke & Marmon Drier, and Cooler, latest style. Wire us for price on these. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

FOR SALE—1 35 h.p. Brownell, Ohio, Standard Boiler, in first-class condition.

1 25-h.p. Brownell Engine.

1 10,000-lbs. Howe Hopper Scale, good as new.
1 No. 8 Bowsher Feed Grinder, complete with stand of elevators and sacker, and an extra set of plates. Martin & Rehmer, Troy, Ohio.

FOR SALE—New Union Iron Works cylinder sheller and cleaner combined, 150 to 250 bus. per hr. Howe 4 ton scale, ball bearing. 1—8 h.p. International Mogul kerosene engine. These machines are in good shape, have installed motor and truck scale and do not need sheller any more. Would trade for something I could use. R. J. Pulley, Zeoring, Iowa.

REAL BARGAINS.

Prompt Attention. Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipment for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

W. R. Leathers, Mgr.

9 S. Clinton St.

Chicago, Ill.

MACHINES FOR SALE.

FOR SALE—One new Dual Marquis No. 50 Cleaner; a bargain. Machine is new, never been installed. F. Pettyjohn, Harrold, So. Dak.

ATTRITION MILL.

Two—36" Bauer Ball Bearing Attrition Mills, cheap for quick sale. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

DO YOU WANT A MACHINE that is not advertised here? Make your wants known in the "Wanted" columns. Someone has the machine

NO. 333 EUREKA Horizontal Bean Washer, also No. 377 Eureka Horizontal Whizzer for sale. Both as good as new. Write for price. Bad Axe Grain Company, Bad Axe, Mich.

ATTENTION, OAT CLIPPER.

One No. 10 Invincible Oat Clipper with Out Board Gearing. Wire us for price on this. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

WANTED to put your idle capital to work. That rusty machine over there in the corner is of intrinsic value to some member of the grain trade. You can make a sale or a trade if you use these columns.

BOSS AIR BLAST CAR LOADER for sale at bargain price for cash; rebuilt; guaranteed as good as new; load cars without scooping. Cannot injure the grain because grain does not pass through fan. Act quickly. Maroa Manufacturing Company, Maroa, Illinois.

FOR SALE—22" ball bearing Bauer; 18", 20" and 24" Dreadnaught; 16" to 24" motor driven and belted Sprout-Waldron feed mills. Triumph sheller, Dreadnaught crusher, feed screen and elevators. 10" Letz \$20; 16" American grinder \$25. 25 and 40 h.p. motors. L. F. Perrin, Box 375, Port Huron, Mich.

MACHINES WANTED.

WANTED—Two second-hand Cyclone Dust Collectors large enough to take care of a No. 6-A No. 34985 Huntley Receiving Separator. Lexington Elevator & Mill Co., Lexington, Ohio.

ENGINES FOR SALE.

GAS ENGINE—30 h.p. Stover, excellent shape. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Missouri.

GASOLINE AND OIL ENGINES of all kinds, sizes and prices can be sold profitably through the "Oil and Gas Engines" columns of the Grain Dealers Journal of Chicago.

DYNAMOS—MOTORS.

DYNAMOS AND MOTORS WANTED—Buyers of this equipment are reached in largest numbers and at the least expense through the use of the "DYNAMOS-MOTORS" columns of the Grain Dealers Journal—the medium for power bargains.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

Bargain Sale in Soiled and Shelf Worn Books.

Two Railroad Claim Books containing 100 sets of claim blanks for overcharge and index. \$1.50 each and postage. Order "Special 411-E."

One Railroad Claim Book containing 60 sets of loss of weight in transit; loss of quality due to delay and loss of value due to delay in furnishing cars and overcharge. \$1.50 and postage. Order "Special 411-5."

One Railroad Claim Book containing 100 sets for loss of weight in transit and index. \$1.50 and postage. Order "Special 411-A."

Clark's Double Indexed Car Register—One copy of a quick index to records of all cars handled \$1.75 and postage. Order "Soiled 42."

ONE MILLER'S "Weighing Grain in Car Lots without Hopper or Platform Scales" and other valuable information for the grain shipper. Worn from being used as sample. Price 75c and postage. Order "Miller Special."

ONE GRAIN SHIPPER AND THE LAW, a book of decisions of the State, Supreme and Federal Courts, covering shipper's contracts and his relations with the carrier. Soiled from being used as sample. Price \$1.00 and postage. Order Special Grain Shipper and the Law.

One Double Indexed Car Register, used to advantage by receivers and carlot shippers. Through its use any car may be found instantly. The double pages are ruled vertically so as to provide a column for each digit. This form contains space for 12,000 cars. Order "No. 40, Special," price \$1.25.

Gold Bricks of Speculation, a study of speculation and its counterfeits and an exposé of the methods of bucketshop and "Get-Rich-Quick" swindles. This book contains chapters on Bucketshops; Methods; and the Bucketshopper; The E. S. Dean swindle; History of the Franklin Syndicate; Advance Information Buros and Brokers; Advisory and Discretionary Brokers; Pools, Syndicates, Combinations, etc.; Floating the Stock of Corporations; Turf Swindles, or "Playing the Races" and Book-making by Proxy; Fake Trade Journals; The "Sucker" List; The "Fake" Mercantile Agency; "Fake" Banks and Bankers and How References Are Sold; The "Convenient" Stock Exchange; General Ignorance of Exchange Methods; Commercial Exchanges; Chicago's Growth as a Grain, Provision and Seed Market; "Futures"; Speculation; Speculation vs. Gambling; Produce and Cotton Exchanges in Their Own Defense; Market Quotations, their uses and abuses; The Duties of Exchanges; Press, Banks, and of the Government. We have four of these interesting books soiled from display, written by John Hill, Jr., of the Chicago Board of Trade, which we will send on receipt of \$1.00 each and postage to carry. (Weight four pounds.) Order "Gold Bricks of Speculation, special."

GRAIN DEALERS JOURNAL,
309 So. LaSalle St., Chicago Ill.

KEEP POSTED

GRAIN DEALERS JOURNAL

309 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

State.....



SEEDS FOR SALE—WANTED

Field and Grass Seed Trade Directory

ATCHISON, KANS.
Mangelsdorf Seed Co., The, wholesale seeds

BALTIMORE, MD.
Wm. G. Scarlett & Co., wholesale seed merchants.

BUFFALO, N. Y.
Stanford Seed Co., The, wholesale field seeds.

CHICAGO, ILL.
Barkemeyer Grain & Seed Co., field seed dealers.
Johnson, Inc., J. Oliver, seeds, humus, etc.

CINCINNATI, OHIO.
McCullough's Sons, The J. M., field and garden seeds.

COBURG, IOWA
McGreer Bros., whsae. seed corn our specialty.

CONCORDIA, KANS.
Bowman Bros. Seed Co., field seeds.

COUNCIL BLUFFS, IOWA.
Council Bluffs Seed Co., seed corn, nothing else.

CRAWFORDSVILLE, IND.
Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

INDIANAPOLIS, IND.
Indiana Seed Co., field seeds.

LOUISVILLE, KY.
Hardin, Hamilton & Lewman, grain and field seeds.
Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.
Courteen Seed Co., field seeds.
Kellogg Seed Co., field and grass seeds.
North American Seed Co., wholesale grass & field seeds.
Teweles Seed Co., L., seed merchant.

MINNEAPOLIS, MINN.
Dickinson Co., The Albert, seeds.
Minneapolis Seed Co., field seeds.

NEW YORK, N. Y.
Nungesser-Dickinson Seed Co., wholesale seed merchants.

ST. LOUIS, MO.
Mangelsdorf & Bro., Ed. F., wholesale field seeds.

ST. PAUL, MINN.
Jameson Hevener Co., shippers of field seeds.

TOLEDO, OHIO.
Crumbaugh-Kuehn Co., wholesale field seeds.
Hirsch, Henry, wholesale field seed.
Toledo Field Seed Co., The, clover, timothy.

L. Teweles Seed Co.
MILWAUKEE, WIS.
Grass and Field Seeds

BARKEMEYER
Grain & Seed Company
Chicago
SEEDS
Bag Lots or Car Lots

COURTEEN
Seed Company
Weekly Price List on Request.
Milwaukee, Wis.

J. OLIVER JOHNSON, Inc.
TURF SPECIALIST
SEEDS—HUMUS—EQUIPMENT
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Buyers and Sellers of Sweet Clover, Alfalfa, Clovers, Timothy, Grasses, Fodder
Seeds, Sudan Grass, Soy Beans, Cow Peas
First and Victor Streets St. Louis, Missouri



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FIELD SEEDS
CRAWFORDSVILLE, INDIANA

The Toledo Field Seed Co.
Clover and Timothy Seed
Consignments solicited Send us your samples
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NUNGESSER-DICKINSON SEED CO.
New York, N. Y.
BUYERS AND SELLERS
Clover and Grass Seeds

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SEED COMPANY
MILWAUKEE, WISCONSIN
FIELD AND GRASS SEEDS

The Mangelsdorf Seed Co.
Sweet Clover, Alfalfa,
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LOUISVILLE SEED COMPANY
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RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
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The Stanford Seed Company
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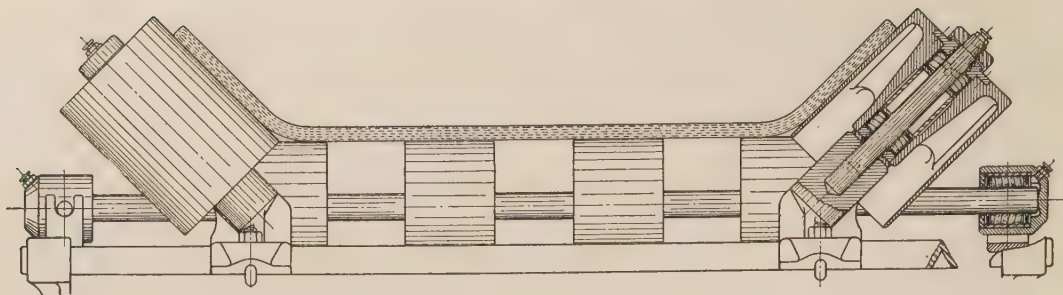
North American Seed Co.
WHOLESALE GRASS & FIELD SEEDS
Milwaukee, Wisc.
"THE HOUSE OF QUALITY"

OCTOBER CLOVER SEED
Circular just issued gives summary of
conditions and trading requirements.
Sent on request
Southworth & Co., TOLEDO OHIO
"Alive Since 1881"

BUYERS AND SELLERS
of Grain Elevators. You can make your wants
known quickly by advertising in the "Elevators
for Sale and Wanted" columns.

WANT ADS

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.



Typical Hyatt equipped conveyor idler operating in the grain industry.

8 of World's Largest Terminal Grain Elevators Equipped with Hyatt Roller Bearings

IN eight of the largest grain elevators of North America, Hyatt bearings are not only operating in the idlers of the above general design but in some cases are operating in all the drive, head, tail, take-up, bend, snub and tripper pulleys and reduction gear drives, as well.

Hyatt roller bearings are being specified for installations of this character for these reasons:

Their construction keeps the lubricant on the bearing surfaces, resulting in infrequent lubricating periods.

Their low power consumption permits of the use of smaller size machinery and increases the life of the belting.

Their positive self-oiling action insures cool running bearings that reduce the fire and dust explosion hazard.

Their durability and true rolling motion is a protection against shutdowns.

A list of the installations in which Hyatt bearing conveying and elevating machinery is operating includes the following:

Baltimore & Ohio Railroad Co.	Baltimore, Md.
Montreal Harbour Commissioners' Elevator No. 3	Montreal, Quebec.
Pennsylvania Railroad Co.	Baltimore, Md.
Portland State Pier	Portland, Me.
State of North Dakota	Grand Forks, N. D.
Vancouver Harbour Commissioners' Elevator No. 1	Vancouver, B. C.
Vancouver Harbour Commissioners' Elevator No. 2	Vancouver, B. C.
Windmill Point Elevator	Montreal, Quebec.

Complete information concerning the manner in which Hyatt bearings are applied to conveying and elevating equipment will be furnished on request by our engineers.

New 24 page conveyor bulletin No. 1015 is now ready for distribution. Write for a copy.



HYATT ROLLER BEARING COMPANY
 NEWARK DETROIT CHICAGO SAN FRANCISCO
 HUNTINGTON PHILADELPHIA PITTSBURGH MINNEAPOLIS
 WORCESTER CLEVELAND MILWAUKEE

GRAIN DEALERS JOURNAL

309 South LaSalle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.00; to Canada and Mexico, prepaid, \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, JULY 25, 1924

A TRADE of 89,000,000 bus. a day in the Chicago pits seems equal to absorbing 2,000,000 bus. of hedges.

WILD markets warrant requirement of margins on cash deals as already suggested in this column June 25.

BUYERS of the American Hominy Co.'s plants recently advertised in the Journal have been getting real bargains.

DEALERS who gain and keep the confidence of their farmer patrons have little to fear from the irresponsible pool promoters.

A DIRTY elevator attracts insects, promotes fires and drives away trade, while a clean, orderly house wields a contrary influence.

DO NOT FORGET that a well coopered, carefully lined box car does not scatter your grain all along the right-of-way. Here is where vigilant caution pays big dividends.

THE TRADE may have to wage another fight to keep the Government out of the grain business, but it will not mind a fight or two if business continues as good as at present.

FUNNY how the price of wheat goes up when Congress is not in session. Congress even failed in its attempt to slap 42 cents on top of the Canadian price of wheat.

WIND has damaged so many country elevators this year, all builders of new houses will give more serious attention than ever to this hazard. The precautions recommended by Mr. Van Ness in "Letters" merit your consideration.

OATS which stay in the shock through a rainy season or in any natural way accumulate any moisture need to keep a sharp lookout for the autocrats of the Bureau of Chemistry. Their bone dry bigotry will tolerate no moisture in interstate commerce.

ILLINOIS shippers unlucky enough to have elevators on railroad ground will be pleased to learn as reported elsewhere in this number that the Supreme Court of the State on June 17 gave a shipper judgment for burning the house, altho the prior holder of the lease had given the railroad a release.

INASMUCH as the Bureau of Chemistry threatens American citizens who ship sulphured oats across state lines with seizure and prosecution it will be necessary to install modern purifiers in each consuming state so that old Dobbin can select his food without dictation from the autocrats of the Buro.

FERRETS and fox terriers are ridding some Illinois towns of rats. It is such an easy matter to rid an elevator of rats their tolerance seems inexcusable. Squirting poisonous gas into their holes and closing the openings will generally kill all rodents. If any do come out they will be easy prey for the fox terriers.

ALL THE wheat pools which have been in business long enough for the members to get a taste of the results are discontinuing. When the farmer ceases to credit the wild stories of every strange faker who comes down the road, he will come to realize the splendid service rendered him by the operators of country elevators.

THE AGITATORS of agricultural problems for political purposes are booked for a strenuous time between now and election day, because European demand is so strong it is simply running away with all farm problems. The farmers are too busy producing salable products to listen to sympathy or theoretical relief campaigns.

WHILE U. S. GRAIN GROWERS, Inc., is dead, the farmer who paid real money for a membership is wondering what kind of a scheme the next gang of solicitors will have for separating him from his coin. Men in high places who helped along the U. S. G. G. by their endorsement should be called upon to explain their position.

PAYING demurrage on shipments can be avoided by instructing your bank to forward draft and B/L direct to destination or else by making your drafts on consignee through a bank at destination. Some Bs/L are sent in such a roundabout way they do not arrive at destination until long after the grain. This tied up the car and congests the terminals to the disadvantage of all shippers.

IN OUR News columns many grain elevator owners are reported as protecting their property from lightning while many others procrastinate and hesitating, lose. Four more perfectly good elevators are reported as having been struck by lightning and burned. Mutual fire insurance companies give sufficient credit for the installation of standard lightning rod equipment to pay for it in a few years, so the protection costs the elevator man nothing.

BLACK RUST in Canada did more in a few days to lift the wheat farmer out of the slough of despondency than all the pools, the agitators and Congress in the past ten years. Nature must be determined to show up the impotent demagogues.

THE FARMERS terminal elevator at Sioux City has gone the way of the farmers packing plant. The elevator site and the unfinished building has been sold to the gas company. The promoters sold so much gas to the farmers they will need no more for some time to come.

A FLIER in grain speculation right now while the prices are moving up is a legitimate chance; but all tyros are advised not to make speculation their business just because they happened to make a killing at the start. The speculator whose portrait appears elsewhere in this number advises others against making speculation a business. His own successful deal is the result of over 30 years' experience, during which time he suffered losses.

FARMERS have an ax ready to chop off the head of the United States Grain Futures Administrator if he interferes with the wicked speculators who are buying and shoving up the price of their crops. They can go as far as they like. Later when the reaction comes and the markets drop the Government will be charged with letting the short sellers bear the market, and the growers will declare the Grain Futures Act worthless.

OATS, barley and steam can be mixed, purified by sulphur, and shipped in interstate commerce as Hungry's Choice Horse Feed or under any other private brand in complete contempt of the threat of the Bureau of Chemistry. Doubtless much of the feed shipped under private brands will be better food for old Dobbin and will be more enjoyed by all horses than the dirty, weather-stained, musty stuff favored by the Bureau.

A CORRESPONDENT telling us about the collapse of a grain elevator at Canwood, Sask., recently, states that it was caused directly by wood sills giving way. The house, which had a capacity of 10,000 bushels, was loaded to the roof. If a heavy foundation of stone or concrete had been provided no doubt the superstructure would have held fast, but the earth was not firm enough to hold sills in place, so the entire structure went down in a heap. The lesson to be learned from this expensive experience is that no elevator is better than its foundation. If you wish a good elevator start right at the foundation.

AN INSPECTION charge of \$2.50 to \$5 per car would look pretty steep to a grain dealer, but that is what farmers are paying the federal and state inspection service for grading potatoes at shipping points in the country as loaded near the stations where grown. As a bushel of potatoes is worth only half as much as a bushel of wheat this is equivalent to paying \$10 to have a car of wheat inspected. The country shipper of grain would be benefited by having inspection shifted from the terminal to the country, if the cost of the service could be brought down and the terminal buyers could be led to buy on such terms.

Pool Promises.

Critics of the pools have charged them with attempting to get more money for the farmers' grain, and when the pools have failed to sell the grain for more money than the growers could have obtained elsewhere have loudly proclaimed their failure.

Nothing is a failure when it succeeds in doing what it set out to do. The chief and most successful organizer of the pools declared at the Winnipeg hearings recently that it was not the purpose of the pools to get more money for the farmer, by selling at the top or holding grain for the best market. It is not the purpose to merchandise grain cheaper by cutting handling costs and thus net the farmer more for his grain.

The purpose is simply to spread out the selling over the entire year. If a pool has 52,000,000 bus. of wheat to sell it will sell 1,000,000 bus. a week absolutely regardless of the strength or weakness of the markets, regardless of the urgency of the demand or the necessities of the sellers to realize cash. All the elaborate mechanism of 5-year contracts, and compulsory deliveries is get a sufficient volume.

The pool manager under this brilliant scheme, does not need to know anything about price fluctuations nor their probable course in the future. Consequently he never earns the speculative profits going to the individual dealer who keeps posted on market conditions, and which the individual dealer employs to pay part of the costs of handling grain or to make the farmer a better price than can the pool.

The farmer could get the same results for himself by dividing his grain into 12 lots and hauling one-twelfth to market on a certain day each month. The advantage to him would be the control of his own crops and getting all there was in it without the burdensome extravagance of a cumbersome pool organization.

Why should the farmer hire anyone to do anything he can do better for himself? Why turn his grain over to strangers and pay interest on his own money advanced to him?

The Ventilated Elevator.

In days gone by the progressive elevator builder was content to connect a few cyclones with the cleaning and clipping machinery and brag about the dustless house he had erected. Dust has wrecked so many grain elevators during recent years that every agency now identified with improved construction and safe working conditions persists in recommending better ventilation, and the dust collector men are using both high and low pressure air currents to remove dust from bins, legs, boots, machines and trippers.

The old sweep-up system is still retained and helps to remove the dust and dirt and keep the house clean, but in addition to ventilating every point which produces dust in volume, the grain elevator engineers are using swinging windows so extensively that some of the cupolas of new elevators appear as though their walls were entirely of glass. Then too, the basement walls of nearly every new house contain more opening than ever before. All

this improved ventilation helps to reduce the danger of grain dust explosions.

Several elevators of recent construction have effected a further reduction of the dust explosion hazard by leaving lower stories which enclose the legs open so that no dust will accumulate and these stories of the elevator which have generally been closed are now fanned by every breeze that passes that way.

While the grain trade will no doubt suffer from dust explosions for many years to come, these extra precautions on the part of designing engineers is sure to reduce the number of explosions as well as the loss of life and property.

"Pittsburgh Plus."

The aggregation of federal busybodies composing the Trade Commission has delivered itself in the Pittsburgh plus case of another of the rulings outside of its proper jurisdiction which have been making the Commission notorious.

The whole structure of findings by the Federal Trade Commission falls to the ground when it is considered that if steel made at Chicago earns the manufacturer an excessive margin of profit the way is open for consumers of steel to build additional steel mills in the Chicago area.

The business of the Steel Corporation is a private enterprise and the margins of profit to be taken by its various mills is not a subject for regulation by the Commission, or by law, not yet.

Grain companies operating lines of country elevators have had some experience with anti-discrimination laws providing that the same price shall be paid for grain at the different stations, freight considered; but these laws have not stood the test, the decisions having been that a line company could pay whatever it saw fit, unless it was proved the difference in price was made to drive out competition.

The privilege of making prices to suit themselves is inherent in all private business not enjoying a monopoly, where the field is open for competition, as distinct from a public utility enjoying a natural monopoly protected by franchises such as a water, light, telephone, power or railroad transportation company.

All may agree with the Commission that the price making method of the Steel Corporation is unfair to the consumers of rolled steel in the Western states. To the extent that it is impossible to buy of competing steel mills at Chicago at lower prices the fabricators of steel products in the Western states are unfairly discriminated against, and prevented from competing in their own territory with fabricators in the Pittsburgh district. But the complaint to the Federal Commission is the wrong way to cure this situation. The western consumers would be warranted in building a competing mill, and have abundant precedents to guide them. Many years ago the International Harvester Co. undertook to build a blast furnace at South Chicago, and Henry Ford sees the necessity of building iron and steel mills to get the price right. Andrew Carnegie built the Bessemer & Lake Erie Railroad to get the right freight rate on ores to Pittsburgh.

Nearly all the important decisions of the Federal Trade Commission have been reversed by the courts, and this ruling certainly will be set aside on appeal, for the reasons so ably stated by the dissenting Commissioner, Gaskill, published elsewhere in this number of the Journal.

The Cost of Handling Grain.

The cost of handling grain from farmers' wagons to the hopper scales of destination markets is an unknown quantity to most of the grain elevator operators of the country, yet all proceed with the buying, storing and shipping of grain with a complacency that foreshadows a complete and accurate knowledge of every cost entering into each transaction. Experts who have carefully compiled figures covering all the costs entering into the handling of a crop have shown conclusively that in many cases the known costs of handling grain through a country elevator far exceeded the known margin of profit obtained by the operator.

Competition is surely a cruel master and it makes suffering slaves of those who bow down to it. No grain merchant deserves or intends to handle grain for nothing and assume all the risks of the market without compensation, because none of them can afford to do so. They are in the business with the hope of realizing a living profit, but sad to relate, most of them work on such a narrow margin that the expected profit is often displaced by a burdensome loss. The country elevator operator has never asked or obtained a reasonable profit, that is, a profit reasonable in view of the capital invested and the hazards assumed.

Men in many lines of merchandising buy their goods and add a certain profit to each article. As a rule they keep those goods until they realize the profit asked. The grain merchant has no such opportunity. While he might be able to sell at a profit today the grain he purchased this morning or yesterday, the prices prevailing in the central markets for the rest of the month may be such as to insure him a heavy loss. If he decides to ship out his grain so as to make room for other loads tendered by his farmer patrons he must accept the loss or store that grain in excess of the capacity of his house in some distant market.

When all elevator operators compile complete statements of costs of handling grain on each crop, we may expect them to make a more vigilant effort to realize a living margin from handling what is offered them. The struggle for volume, while it often results in satisfaction to the operator, may greatly reduce his balance at the bank.

TRUCK dumps are being added to so many country elevators, the "bankrupt farmers" must be buying some more trucks. Even tho they borrow the money the truck will save them much time and labor.

Beg Your Pardon.

The statement about the College of Scientific Price Forecasting made on page 779 of the Journal for June 25, 1924, is hereby retracted.

Farmers Taking Over Terminal Elevators.

Just as hundreds of independent country grain dealers have sold their elevators to the co-operative companies, so now the proprietors of terminal elevators are offering to turn over their properties to the farmers on such terms that the farmers can accept. Ten years ago the columns of the Journal were full of reports of farmers companies organizing to buy or build elevators in the country. The business of promoting these elevator companies was so good that groups of professional organizers who knew nothing of grain or farming went about the country starting new companies, the prime consideration with the promoters not being whether an elevator was needed, but whether they could collect promotional "expenses" from the farmers. With this artificial stimulus the movement was greatly overdone, and, as those companies built on an unsubstantial foundation failed, the total number of farmers country elevators has decreased in recent years. The enthusiasm for farmers engaging in the country grain business has been cooled by expensive experiences.

Now the movement for farmer-owned elevators is spreading to the terminals, and the present owners, like the regular dealers in the country, are meeting the farmers more than half way by offers of all their facilities, money with which to do business and the help of experienced managers. The Chicago elevator men have offered mostly terminal houses, but the grain dealers of Minneapolis have offered more than one thousand country elevators as well as 34 terminal elevators to the proposed Grain Marketing Company.

The proposal of the terminal elevator men will have a most salutary effect on the grain growers in showing them they can get as deep into the grain business as they desire without following will o' the wisp legislative panaceas. If the farmers do accept the proposal of the grain elevator men the effect will be even better as no agitator will be able to nail the hide of elevator operators on the barn door. Being a terminal elevator operator himself the farmer will weigh with suspicion all charges of the loud mouthed demagog denouncing the terminal buyers.

One of the reasons for the failure of the U. S. Grain Growers, Inc., to carry out the purpose of its promoters was the lack of enthusiasm for pooling on the part of the managers of the farmers co-operative elevators in the country. These co-operative managers for

many years had been welcomed to membership in the State Grain Dealers Ass'n. So many of them have taken advantage of this invitation and joined the Ass'n of regular dealers that the farmers elevator managers may be said to be on the "inside" of how to run the country grain business. With farmers on the "inside" in the terminals as well there will be no demand for radical legislation of the Capper-Tincher and McNary-Haugen stripe.

Many are asking whether such a combination can operate successfully. This rests with the management. Mere bigness is no guaranty of success. A few of our large terminal elevators are too large for economical operation. The Marketing Company easily could be too large for management to co-ordinate its facilities with the work to be done. These difficulties of management will not make it impossible to operate, but they will cut down the profits expected.

The most serious drawback in the scheme of farmer operated terminals is the existence right alongside of them of privately owned and operated independent elevators whose managers can eke out the slender profits of legitimate grain merchandising by engaging in speculative transactions. The Marketing Company managers will not be permitted to speculate and the company will not be able to realize any profits from that source, whereas the independent elevator man could use part of his speculative profits to overbid or undersell the Marketing Company.

The grain business of the United States is too big to be monopolized by any one concern; and the grain elevator men who do not succeed in selling their plants to the Marketing Company will be able to keep right on doing business at the same old stand. If the farmers attain real efficiency in the grain business who will run the farms?

Moisture Tolerance in Sulphured Oats.

Under the July 10 announcement by the Bureau of Chemistry published in full elsewhere in this number of the Journal grain elevator operators who purify oats by sulphur will do so only by the sufferance of the officials of the Bureau.

Every dealer who sulphurs oats now is technically guilty of a violation of the regulations, since he has to add moisture to bleach the grain. Before the announcement of July 10 he could proceed safely without being deemed a lawbreaker, since the regulations permitted the legitimate addition of one per cent. Now

he will be permitted to go ahead as before, but with the Damocles' sword of official bureaucratic displeasure dangling over him.

If the sulphuring of oats is a legitimate business, and it IS legitimate, the tolerance of one per cent moisture should be restored immediately. It is just as necessary to add water to oats in purification as it is to add water to lime to make whitewash. Who gave the law-making power to the Bureau of Chemistry? The citizens of this nation are not yet ready to tolerate an autocratic bureaucracy.

Limitation of Time for Suit Against Carrier.

Different states having different periods of time in which to start suit on certain classes of claims, it has been supposed suits could be brot in some states many years after the cause of action accrued.

The U. S. District Court of the Eastern District of Louisiana has just decided that state limitations do not apply, but that the time for suit is governed by the Transportation Act.

O. W. Hartness shipped 606 pockets of rice from Abbeville, La., to Charleston, S. C., over the Iberia & Vermilion R. R., expecting it to arrive in three weeks, but it did not arrive for five months and was also damaged.

Suit was started Aug. 20, 1922, and was within the limitation of the Transportation Act, the rice having been delivered at destination Sept. 9, 1920.

The defense of the railroad company was that the law of Louisiana provides that all suits for loss or damage to shipments shall be started within two years from date of shipment, and as the shipment was made Mar. 20, 1920, the suit was started too late.

The court said: The Interstate Commerce Law must be construed to give it the effect intended by Congress. Johnson v. So. Pac. Co., 196 U. S. 1, 25 Sup. Ct. 158, 49 L. Ed. 363. It is well settled that, where the carrier adopts a reasonable limitation of actions, it will be enforced as against state statutes allowing longer periods for filing suit, and that the rules and regulations, as well as the rates, filed by the carriers with the Interstate Commerce Commission enter into and form part of all contracts of shipment, whether the shipper has notice of them or not.

Considering the repeated decisions of the Supreme Court and the whole trend of interstate legislation, it is clear that Congress intended the enactment above quoted to govern the relationship between the shipper and the carrier with regard to suits for damages on shipments of freight to the exclusion of all state laws. To that end it has the effect of a statute of limitations and state laws to the contrary do not apply, under the provisions of R. S. § 721.

Carriers are required by law to issue B/L. The carrier is at liberty to grant longer periods for the filing of claims or the institution of suits than the minimum provided by law; but, when the B/L attempts to shorten the time, the law should be considered as written into it and must govern.—297 Fed. 622.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

G. C. & S. F. 4709 was leaking grain at the king bolt as it passed thru Sedgwick, Kan., on July 9, headed north.—Sedgwick Alfalfa Mills.

M. P. 40154 passed thru Knob Noster, Mo., June 25, badly leaking grain at the south door.—Jesse J. Culp, Warrensburg, Mo.

R. I. 47070 passed thru Minburn, Ia., July 1, leaking oats at the door.—H. C. Smith, mgr., Clark, Brown Grain Co., Minburn, Ia.

SOUND Business must always be based on a service which helps all concerned. Grain dealers who earnestly attempt to render a business service, either as buyers or sellers owe it to themselves and their customers to make that service their best possible contribution to the well-being of their patrons. By so conducting their business they establish their full right to a fair profit and permanent good will.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Court Ruling on Repurchase of Stock by Elevator Company?

Grain Dealers Journal: Did not the Journal about a year ago report a case where a farmers' elevator had to buy back the stock of a member who wished to dispose of his stock? When was this published?—Walter Burgess, Columbus, Neb.

Ans.: The decision was that of Farmers Cooperative Grain Co., of Springfield, Neb., v. Ross Whitney, a stockholder, reported in 193 N. W. 103 and the Grain Dealers Journal for June 10, 1923, page 746.

The company was compelled to buy back the stock because the by-laws so provided at the time the company was organized.

The G. D. N. A.'s Publishing Expenses.

Grain Dealers Journal: If the Grain Dealers Nat'l Ass'n did abandon its publishing business and stuck closely to Ass'n work, how much of a reduction would the change effect in its annual expense account? I judge from your reply to Fred M. Davis of Toulon, Ill., that much labor and money goes into "Who Is Who" that should go into Ass'n work. Could the dues of the receivers be reduced if the Ass'n gave up the publishing business?—J. T. & M. R.

Ans. It is a difficult matter for anyone outside the Ass'n's office to determine the total expense of publishing "Who Is Who," because no attempt has ever been made in the annual financial statements presented at the annual meetings to separate all the expenses of the publication from those of the Ass'n.

The financial statements rendered to the members at the six last annual meetings show:

Date Reported.	Receipts from Advertising.	Cost of Printing.
Oct. 1, 1923.....	\$16,137.70	\$15,401.62
Oct. 2, 1922.....	15,457.39	16,049.68
Oct. 3, 1921.....	19,316.87	20,692.67
Oct. 11, 1920.....	20,971.25	24,926.72
Oct. 13, 1919.....	16,021.87	15,835.71
Sept. 23, 1918.....	11,533.73	11,432.90

Total for six years.....\$99,438.81 \$104,339.30
99,438.81

Loss for six years.....\$ 5,900.49
In other words the six years' cost of printing alone exceeded the receipts from advertising by nearly \$6,000.

It must be borne in mind that printing is not the only thing purchased by the Ass'n for the account of "Who Is Who." In 1923 the Ass'n paid out \$948 for rent, \$426.92 for expenses, telegrams and telephones, and \$1,386 for postage. The statements have never shown what part of these items were chargeable to "Who Is Who," but it is reasonable to presume that 50% is fair, so the Ass'n's annual loss on "Who Is Who" was further swollen by the addition of \$1,000 to \$1,400 for extra rent, telegrams, telephone messages and postage.

In addition the Ass'n went down in its surplus each year to pay for editorial work, engravings, advertising solicitors, bookkeeper and stenographer on the account of "Who Is Who." The exact amount paid for salaries on the account of "Who Is Who" is not easy to determine but the total paid out by the Ass'n is out of all proportion to the amounts paid out by the grain dealers state ass'ns. On Sept. 23, 1918, the Sec'y-Treas. reported that during the past year the G. D. N. Ass'n had paid out for salaries \$8,688; on Oct. 13, 1919—\$10,366; on Oct. 11, 1920—\$12,918.65; on Oct. 3, 1921—\$15,140.59; on Oct. 2, 1922—\$15,928.92; on Oct. 1, 1923—\$14,084.92.

Doubtless 50% of the salary expenditures are rightly chargeable to "Who Is Who," so the G. D. N. Ass'n pays about \$10,000 annually for the privilege of publishing "Who Is Who" and taking advertising revenue which greatly weakens all the legitimate trade journals supporting the Ass'n.

The Ass'n can have the same reading matter published in the established grain trade journals without cost and thereby save some \$10,000 a year and get its publicity matter in

the hands of many thousands of grain dealers who never hear of the organization. What is more its sec'y would have time to get the trade together in unorganized territory and to help the secretaries of existing ass'ns to increase their membership.

The Cribbing Needed to Withstand Wind.

Grain Dealers Journal: Answering the query of Smith & Hight in the Journal for May 10th, will say the proper amount of each sized cribbing to be used in the construction of sixty foot grain bins in order to withstand the average wind hazard, according to our experience, calls for cribbed grain storage bins as follows:

Twenty per cent 2x8 cribbing, or cribbed twelve feet high with 2x8 cribbing.

Sixty per cent 2x6 cribbing, or cribbed thirty-six feet high with 2x6 cribbing.

The balance can be 2x4 cribbing but we recommend that the last two feet of cribbing be 2x6 to stiffen the upper part of the building.

This specification would be for bins not to exceed twelve foot square.

We further recommend that a corner brace be built into each of the four corners of each bin at a distance not to exceed four feet apart. These corner braces to consist of two pieces of 2x6 cribbing spiked one above the other and to be at least five feet long. To be thoroughly spiked into the cribbing and hopped off with a solid piece of timber so that no grain will lodge on the brace.

Our experience is that the corner braces have a great deal to do with strengthening the building against wind storms as well as reinforcing it against grain pressure. It is also essential that the cribbing be thoroughly nailed with the proper sized nails.—R. M. Van Ness Construction Co., by R. M. Van Ness, Omaha, Nebr.

Why Not Credit for Lightning Rods?

Grain Dealers Journal: Two months ago I had my elevator rodDED by a responsible lightning rod firm and the installation is considered standard. In giving this protection to my house against lightning I thought I would get a reduction in my insurance rate. I so notified the local agent who insists that the Nebraska State Insurance Inspection Dept. refuses to allow any credit for the lightning rods. What is the matter?

Is my house located in the wrong state to get these small reductions earned? Does the state insurance inspection bureau fix the rates in this state for all fire insurance? My elevator is ironclad with composition roof, but is well rodDED and grounded in two places. What is wrong?—A. L. Burroughs, Rockford, Nebr.

Ans.: The rate schedule of the Nebraska State Insurance Bureau does not give credit for lightning rods on any buildings other than farm dwellings, barns and similar outbuildings. The schedule, however, provides for a 10 per cent credit on a grain elevator provided it has a metal roof, but the elevator at Rockford has a composition roof and can not earn this credit. Where lightning rods are installed the company writing the insurance can give a credit provided it will pay the cost of an inspector from the rating bureau making an inspection of the lightning rod system and labeling it as approved.

With the grain mutual companies the case is different. They will give the 10-cent reduction, tho the roof is composition, and without the cost of an inspector from the rating bureau. That would reduce the rate on this elevator from 2.30 down to 2.20, and thus give an estimated net cost, with self-inspection credits taken into consideration of \$8.91 per \$1,000 and short term grain at 92c per \$1,000 per month.

The W. C. Shinn Mfg. Co. writes "Recently the Underwriters Laboratories have issued a new standard which is in reality a code established by the Bureau of Standards and we believe this does allow for grounding metal roofs. We believe the Metal Elevator Insurance Companies accept for credit iron clad elevators when properly grounded.

"Now in regard to stock insurance companies, they allow a credit for lightning rods

on rural property but do not allow a credit for lightning rods where buildings are in towns or insured under city rates which they claim are lower than country rates.

"This probably explains why they do not allow a reduction on elevators as they would be classed as city property."

Buy on Commission or Own Account?

Grain Dealers Journal: Lots of corn and hay is grown in this country and we want to start in the grain buying business in connection with our full line of dry goods and groceries.

Is it very dangerous to handle ear corn, hay and peanuts? We have no experience in the matter at all. Is it advisable to buy for some broker or to buy on our own account?—J. N. Flores & Bro., Floresville, Tex.

Ans.: Assuming there is no local competition a good businessman is warranted in buying grain with the suggestions given by the grain commission merchant to whom his shipments are consigned.

The commission merchant or broker can quote prices at which to buy from the farmer that will allow a profit after paying expenses and the freight. Where a small number of cars are shipped during the year the buyer is warranted in taking a larger margin for handling the grain. If the volume of business in grain promises to be large it is best for the inexperienced merchant to hire an experienced manager for his grain business, as, for example, a few carloads of corn going out of condition to a far away destination would result in heavy loss.

It is more satisfactory to the country dealer to buy on his own account than on commission, as it enables him to be of more service to his farmer patrons.

Is Shipper's Claim for Shortage Good?

Grain Dealers Journal: We have a claim against the Grand Trunk Railroad for loss of some 10,000 lbs. of wheat shipped from Mt. Clemens, Mich., Feb. 5 to St. Albans, Vt., arriving there about Feb. 20. The car arrived without showing any evidence of leakage and the seals intact, but the shipper has given us a sworn affidavit of his loading weights after rechecking same and on the original B/L he shows these weights were taken in 3 drafts, namely, 30,350, 22,960, 12,690 lbs., totaling 66,000. The car weighed out 55,820 lbs. and the receiver has given us a sworn statement of unloading weights.

We have made claim against the Grand Trunk Railroad for shortage on the theory that they having signed a clean B/L, receipted for the grain, are responsible for the shortage. They disclaim the liability because we have not furnished any more evidence of loss than the sworn weights of origin and destination supported by their B/L receipt. Will you be so good as to advise us if you think we have a good claim and how to handle it?—Ryon Grain Co., Lansing, Mich.

Ans.: This is a good claim. The railroad companies have paid hundreds like it. In the case of R. C. Nash v. Frisco Railroad the court said: "The shipper's weight could only be questioned on the ground of fraud or mistake."

In giving Tom Dowlin judgment against the Atchison, Topeka & Santa Fe the Court of Civil Appeals of Texas, as reported in the Grain Dealers Journal, Mar. 25, 1923, said: "Where cars leak and scales are subject to suspicion there is of course great difficulty in fixing the exact amount of loss chargeable to the several parties at fault, but difficulty in determining the matter is not grounds for setting aside the findings of jurors who heard all the testimony."

Judgment has been given against the carrier even in cases where the loading weights were a great many small wagon-load drafts.

All the shipper has to do is to present his affidavit of the amount loaded by the various drafts, in order to make good his claim. The allegation that the car had a clear record does not help the railroad company. The clear record simply proves that the railroad employees failed to observe that the grain was leaking out, or if they did observe the escape of grain from the car they neglected to report the fact.

When a railroad company's claim department refuses to pay a perfectly good claim the shipper can only turn it over to his attorney to start suit.

Evidently the members of the tobacco pool get more money by selling to the regular dealers.

The Grain Marketing Company.

The incorporation of the Grain Marketing Co., at Chicago, last week, is an effort by the members of the American Farm Bureau Federation to place themselves in a position to accept a proposition made by the leading Chicago grain warehousemen to take over all of their facilities so that the farmers could engage in terminal grain handling.

The proposition has been of rather slow growth and may even be said to date back to the friendly feeling created by John J. Stream, when president of the Chicago Board of Trade last year, when he invited leaders in the farmers co-operative movement to meet him in friendly conference. Mr. Stream is one of those joining in the present tender of their facilities, Geo. E. Marcy, pres. of the Armour Grain Co., is a booster of the plan, but Emanuel Rosenbaum, of the Rosenbaum Grain Corporation, now has charge of the negotiations on behalf of the grain firms interested.

The co-operative marketing com'te of the Federation considered the plan in May; and, as it seemed feasible, after 30 days' study, referred it back to the entire executive com'te June 16 to 19. The executive com'te in turn authorized the president of the American Farm Bureau Federation to appoint a com'te of which he was to be chairman, which was "to complete the study and analysis of the proposition of the practicability of the producer undertaking to own the marketing facilities for grain." This com'te was immediately appointed and consisted of O. E. Bradfute, pres. of the American Farm Bureau Federation; S. H. Thompson, pres. of the Illinois Agricultural Ass'n; J. F. Reed, pres. of the Minnesota Farm Bureau; Frank Evans, attorney of the Utah State Farm Bureau, and Murray D. Lincoln, sec'y of the Ohio Farm Bureau Federation.

This special committee spent a week going into every detail of the plan and in close conference with representatives of the co-operative elevators, Grange, American Wheat Growers and other producer groups. It then issued a statement approving "the principle and undertaking involved in said proposal to the end that farmer-owned and operated co-operative marketing organization be set up."

J. W. Coverdale, sec'y of the Federation and Gray Silver, the Federation's legislative representative at Washington, have been in conference with Mr. Rosenbaum from time to time. It was shown that one big company could effect important economies in handling grain.

Until the incorporation of the Marketing Company no definite proposition was made; but the way was made easy by the elevator operators, who were willing to furnish cash on which to do business as well as turn in their elevators, and besides stay with the new owners a year or more if necessary to give the combination a good start. Terms will be made to suit the farmers.

The provisional board of directors of the Marketing Company is composed of O. E. Bradfute, Ohio; W. J. Brown, Minnesota, pres. of the American Wheat Growers, Inc.; Harry L. Keefe, Nebraska, pres. of the U. S. Grain Growers, Inc.; Fred A. Mudge, Peru, Ill., pres. of the Illinois Farmers Grain Dealers Ass'n; J. M. Dyer, Spencer, Ill., pres. of the Iowa Farmers Grain Dealers Ass'n; Milard H. Myers, representing Illinois farmers' elevators; J. F. Reed, Minnesota, vice pres. of the American Farm Bureau Federation; Oscar Ashworth, Mattoon, Ill.; Gray Silver, West Virginia, Washington representative of the American Farm Bureau Federation, and J. W. Coverdale, Iowa, sec'y.

Mr. Bradfute, of Xenia, O., is president of the Marketing Company, and his work for the Federation requires so much of his time to be spent in Chicago that he has taken residence at the Alexandria Hotel.

The articles of incorporation show a \$26,000,-

000 capital stock divided as follows: One million shares of common stock at \$1.00 a share. One million shares of Class A preferred stock at \$25.00 a share. Five hundred thousand shares of Class B preferred stock at \$50.00 a share.

The Class B stock will be sold for immediate financing purposes. It is also understood that 75 per cent of the earnings of the new company over and above operating and interest expense plus the income of Class A stock will be used in retiring Class B stock. This means that with the sale of every two shares of Class A preferred stock one share of Class B stock will be retired. This automatically prevents the capital stock from ever becoming more than \$26,000,000. This plan of financing has been worked out to facilitate the movement of the business from the present owners to the farmers.

The stock in the co-operative will bear a dividend of 8 per cent. Patronage dividends will be given only to members of the ass'n. Members of the ass'n are, of course, only producers and Class A and common stock are sold only to producers. Members of the ass'n, according to the co-operative marketing act, must be bonafide producers and each will be required to purchase one share of common stock par value \$1.00, and one share of Class A preferred stock par value \$25.00.

The articles of incorporation provide that the grain marketing company can handle one-half of its grain from non-members and in this way immediately secure volume of business. Non-member grain will be handled as at present. The company will operate according to rules and customs of existing exchanges.

The five companies turning over their properties are Armour Grain Co., Rosenbaum Grain Corporation, Rosenbaum Bros., J. C. Shaffer & Co., and Davis, Noland, Merrill Grain Co., the latter of Kansas City. These companies control some 50,000,000 bus. of storage capacity.

The Chicago warehousemen's action was followed July 21 by 36 grain companies of Minneapolis and the Northwest who offered 33 terminal elevators and 1,062 country houses to the American Farm Bureau Federation, and Pres. Bradfute referred the offer to the directors of the Marketing Company. J. H. MacMillan, pres. of the Cargill Elevator Co., is chairman of the com'te of grain elevator men making the offer. They control 62,000,000 bus. capacity.

At the meeting of the Marketing Company at the Great Northern Hotel, Chicago, July 21, nothing was done towards accepting the propositions, all the time being consumed in drafting the by-laws of the new company.

Officers elected by the Marketing Company July 24 are: Pres., Gray Silver, Martinsburg, W. Va.; first v. p., Harry L. Keefe, Waltheil, Neb.; second v. p., G. N. Dyer, Spencer, Ia., and sec'y-treas., John W. Coverdale, Ames, Ia.

Coaxing Smiles

[Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, care Grain Dealers Journal.]

Three Market Letters.

When I first came to this city an old German who formerly operated a small grist mill visited my office daily to get a market letter to read. One day when I was very busy he asked for another letter. In my haste I gave him a handful of unopened market letters. He quickly took one and returned the others saying, "I not vant so many, just von bin enough. Ven I read von I know somedings. Ven I read two I not know near so much, and ven I read more I know noddings." It is very evident that too much confused him beyond measure.—Irven Meyer, Mgr., Farmers Grain & Supply Co., Warsaw, Ill.

Moisture Tolerance of Sulphured Oats Canceled.

On July 10 C. A. Browne, chief of the Bureau of Chemistry of the U. S. Department of Agriculture, issued the following:

Notice to Shippers of Oats and Other Grains.

On Jan. 26, 1916, the Bureau of Chemistry in connection with the enforcement of the Federal food and drugs act issued Service and Regulatory Announcements No. 16, Item 166, entitled "Oats Bleached with Sulphur Dioxide and Oats Containing Added Barley." This announcement held that oats containing added moisture or oats to which other grains have been added but which are sold as oats, are adulterated within the meaning of the act. The attitude expressed in that item with respect to oats containing foreign material has recently been upheld by the decision of the Federal Court for the Western District of Virginia. The theory on which the decision was rendered is equally applicable to the addition of water to oats and supports the Department's position. It is the intention of the Bureau to take appropriate action against all interstate shipments of oats which it finds in violation of the law in any of the respects indicated.

Item 166 announces that it is not the practice of the Department to recommend seizures or prosecutions on account of added moisture in oats as the result of bleaching unless such added moisture exceeds 1 per cent. This announcement is equivalent to a license for the deliberate addition of moisture in this amount to grains. This portion of Item 166 is hereby withdrawn. The shipment in interstate commerce of oats containing any moisture in excess of that natural to the product will be classed as a violation of the Federal food and drugs act and suitable action will be taken against such shipments.

Following the receipt of this notice a conference was held July 18 with Dr. R. E. Doolittle in his offices in the Transportation Building, Chicago, directing the enforcement of the Pure Food and Drugs Act in the central states by Louis T. Sayre, chairman of the Grain Committee of the Chicago Board of Trade; Wm. J. Farrell, Frank G. Ely and Edward P. McKenna, who are active in the oats trade, when Mr. Doolittle assured them the Bureau contemplated no action against grain elevator operators who added only the small amount of moisture actually necessary in the legitimate sulphuring, bleaching and purifying of oats, or other grains.

Mr. Sayre so reported back to the members on the floor of 'Change July 19.

It is admitted by the officials of the Bureau that the sulphurous acid gas used to purify oats has no bleaching action in the absence of moisture and that if the oats are not already damp on the surface, steam or water vapor must be introduced with the gas.

The reason back of the withdrawal of the one per cent moisture tolerance at this time is that certain shippers have been guilty of adding more than one per cent and the Bureau has found it difficult to convict when the Department in its own Announcement, No. 166, allows one per cent.

The fact that oats do contain natural moisture leaves room for the addition of what moisture is necessary without violation of the regulations.

The decision of the United States District Court for the Western District of Virginia, referred to by the government in its July 10 announcement, was published rather in full in the Grain Dealers Journal for Dec. 25, 1922, page 859, and concerned a shipment of 154 sacks of oats by S. Zorn & Co., of Louisville, Ky., the court at Lynchburg on Oct. 20 confirming the forfeiture of the shipment. A close reading of this decision fails to show any ground for the announcement of July 10, as the sole question in that case was the addition of wild oats. The shipment in that case consisted of 77 per cent cultivated oats and 23 per cent other material, part of the other material being "added" wild oats. The defense was that the addition made the product identical in composition with oats harvested from fields badly infested with weeds. It may have been that the government in the case of S. Zorn & Co. found a little more than one per cent of water, and forebore to bring that into the case because Item 166 allowed one per cent.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Outlet for Navy Beans?

Grain Dealers Journal: In our Billings, Montana, territory the farmers are raising beans on a large scale and we will undoubtedly have to go into the bean business this coming year. The Montana beans are much in demand and bring a high price and we will have to get in touch with reliable dealers at the different centers. These are navy beans, intended for human food, and it is stated there will be 500 or 600 cars marketed in the valley tributary to Billings.—M. R. Devaney, gen. mgr. Occident Elevator Co., Minneapolis, Minn.

Washington Wheat Pool Decreased.

Grain Dealers Journal: Relative to the present status of the wheat pool in this state, would advise that the directors are given power, by the membership, ballot has been taken, to suspend operations for the coming year or in the handling of the 1924 crop. It is understood that no wheat will be handled by it as an Association, or as a co-operative selling agency. It is our firm opinion that operations have ceased for all time to come.

As to benefits derived by the membership, we believe that it has worked entirely the opposite. Farmers outside of the pool have obtained a higher price than those who have marketed thru the pool. This condition was brought about in our judgment by too large overhead expenses, and too large an organization for the tonnage handled.—The Farmers Warehouse Co., Ltd., L. A. Rumburg, Mgr., Almira, Wash.

Kansas Wheat Pool on the Decline.

Grain Dealers Journal: Instead of the Kansas Wheat Growers pool signing up 44 million bushels of wheat, they admit that they signed up less than four million. They further admit that there is an organization deficit amounting to approximately \$70,000. So far as I know, and I think I know, there is no further attempt being made on the part of this organization to sign up farmers to new contracts. In fact, their efforts are now directed to securing fulfillment of the contracts signed.

About 90 farmers in one locality have refused to make delivery of their crop under the contract, and they have employed counsel to represent them with a view of finding some avenue of escape. Suit has been brought against farmers located in Sumner County to compel them to make delivery and it looks like a number of the farmers that signed the contracts are going to refuse to make delivery.

It was generally supposed that there was some arrangement between the Kansas Wheat Growers and the Kansas State Farmers Union whereby the Union would handle the wheat grown through their Kansas City office. Evidently something happened, as it is reported that the Sampson Grain Co. of the Kansas City Board of Trade is handling their Kansas City business.

We assume that our honorable Governor who has taken an active part in this organization will deliver the proceeds of his 37 acre wheat field rather than take a chance on being sued for non-fulfillment of contract. Some of the other promoters who took an active part now have little to say, and it is now reported that one of the promoters has demanded the return of his contract prior to June 10th. This

party is supposed to be one of the largest wheat raisers in the state of Kansas. It looks like the year 1924 would wind up this organization in Kansas.—E. J. Smiley, Sec'y Kansas Grain Dealers Ass'n, Topeka, Kan.

Adding Bushels and Pounds at Same Time on Adding Machine.

Grain Dealers Journal: We have a way of adding bushels and pounds on an adding machine, which is very convenient and does not seem to be generally known. It consists of using the complement in pounds of the number required to make up 100 lbs. When adding ear corn the complement is 30, found by deducting 70 lbs. from 100 lbs.; for wheat, 40, which added to 60 makes the necessary 100; for oats 68, this added to 32 making 100, and for rye, 44, which added to 56 lbs. makes the full unit of 100.

For example adding 30 bus. and 40 lbs. of wheat to 50 bus. and 50 lbs., would show on the adding machine if done decimally 30.40 plus 50.50, or total 80.90, which is wrong. To get the right result the decimal of the machine is brought up to a whole number by adding 40 lbs. whenever in the column of figures the number of pounds runs up to or over 60. Following are two columns of figures added thus for wheat and oats:

Wheat.	Oats.
26.40	43.20
13.20	36.20
.40	28.10
48.00	.68
65.30	40.20
59.40	.68
.40	38.30
	.68
213.10	188.04

This method is very convenient as it is very easy to check and eliminates the necessity of reducing pounds to bushels. A representative of an adding machine manufacturer, to whom I showed this, showed it to many managers of elevators and reported that only one seemed to know of it.—Irven Meyer, mgr. Farmers Grain & Supply Co., Warsaw, Ill.

Washington Wheat Pool Retiring from Business.

Grain Dealers Journal: We understand that the Association is having its last year in our state. The writer has been back East for a couple of months, but from all that I have heard since I returned, they are closing up their offices in Spokane and Portland after they get out all of the past year's crop.

The farmers are very dissatisfied with their returns, getting much lower prices than those farmers who are independent as we understand it. Their cost of doing business is much higher than it should be.—Ernest W. Fry, Prosser, Wash.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Aug. 6. Midsummer meeting Western Grain Dealers Ass'n at Fort Dodge, Ia.

Aug. 15. Michigan Hay & Grain Ass'n at Adrian, Mich.

Aug. 28-29. New York State Hay & Grain Dealers Ass'n, at Syracuse, N. Y.

Sept. 21. U. S. Feed Distributors Ass'n at Cincinnati, O.

Sept. 22-23-24. Grain Dealers National Ass'n at Cincinnati, O.

Holds Speculative Transactions Legitimate.

A case of unusual interest and importance to Board of Trade operators and brokerage houses has just been decided by Judge Dennis E. Sullivan of the Superior Court of Cook County. During a period of two and one-half years James J. B. Orth was speculating on a very large scale in various kinds of grain, cotton, sugar, coffee and corporate stocks. His trading during that period was in excess of 100,000,000 bushels of grain. The trading was conducted through the Board of Trade brokerage house of Simons Day & Co.

At the conclusion of the trading Orth was indebted to Simons Day & Co. in the amount of \$70,000.00, and in settlement of this indebtedness conveyed a tract of real estate on the lake front in Evanston. Later Orth sued Simons Day & Co. to set aside the conveyance upon the ground that the transactions were gambling transactions and that the conveyance was made in consideration of a gambling debt void under the Illinois statutes.

The case was tried before Master in Chancery Sidney Pollock, and the evidence showed that although Orth traded in more than 100,000,000 bushels of grain, there were no actual deliveries during the entire period of trading. Orth contended that since there were no actual deliveries, the transactions were not legitimate, but constituted gambling under the Illinois statute.

Upon behalf of the brokers, it was contended that the absence of deliveries was explained by the fact that the trades of Orth were closed out before the arrival of the delivery month and that the purchases and sales were offset against each other under the rules of the Chicago Board of Trade Clearing House. The brokers contended that this method of settlement was the legal equivalent of actual delivery.

The Master in Chancery sustained this contention and held that the transactions were legitimate speculative transactions notwithstanding the fact of the enormous volume of trading and the fact that no actual deliveries were made.

The case was then taken before Superior Judge Denis E. Sullivan, where the legal question above referred to was argued at considerable length. Judge Sullivan has just handed down a decision confirming the Master's report. The effect of the decision is exceedingly favorable to Board of Trade houses and brokerage concerns. Simons Day & Co. was represented by the law firm of Jeffery, Townley, Wild, Campbell & Clark.

A Proclamation to Grain Dealers.

By Frank L. Watkins, President The Cincinnati Grain and Hay Exchange.

The Grain Dealers of the United States, represented in the Grain Dealers National Ass'n, having determined to hold their twenty-eighth annual convention in

CINCINNATI

Monday, Tuesday and Wednesday,
September 22nd, 23rd and 24th, 1924

WE PROCLAIM: That the City of Cincinnati, and the members of the Grain and Hay Exchange in particular, have been greatly honored.

THAT, beginning with the first arrival and continuing until the last delegate has left the Queen City of the West, every member of the Grain and Hay Exchange is under orders to see to the welfare, comfort and convenience of the visitors.

THAT, during the convention business shall be secondary with the members of the Cincinnati Grain and Hay Exchange.

THAT, every delegate shall make hotel reservations at the earliest possible moment.

THAT, the delegates shall bring their ladies, who are to be royally entertained.

C-U-in-CINCY.

Assignee of Right of Way Lease Not Bound by Release.

The Supreme Court of Illinois on June 17, 1924, decided against the Chicago, Milwaukee & St. Paul Railway Co. in the suit brot by Geo. Atwood to recover for the burning of an elevator at Roscoe Siding, Ill., on May 20, 1920.

The defense of the railroad company was that it had the following clause in its lease of the right of way:

"The party of the second part hereby releases the party of the first part from all liability by reason of any injury to or destruction of any property owned by the party of the second part or in which he is interested, now or hereafter placed upon any part of said premises to him demised and hereinabove described, when such injury or destruction is the result of fire caused by the negligent condition or operation of the railroad of said party of the first part or its engines or cars, or by reason of any other cause whatsoever."

The lower court decided in favor of Atwood, the railroad company took an appeal and now the supreme court reaffirms the decision.

The agreement the railroad had was with J. B. Atwood, plaintiff's father, and the courts held this agreement releasing the railroad company was personal to him and did not bind the assignee of the lease.

Atwood built the elevator, 28x40 ft., in 1893 and operated it on the right of way without any written contract until Dec. 27, 1906, when the lease was executed. Atwood, who owned the land adjacent, gave the railroad company a piece of ground to be used as a stockyard. In 1909 he demised the property to his son, George, but gave the railroad company no notice of the change in ownership, and George only knew that the elevator was on the right of way, and did not know by what right it was maintained there.

Two persons driving along the highway saw the fire at 4 p. m. half way up the roof, covering a space of not more than a foot square. A train had passed on the railroad at 3:20 and another at 3:52, and the wind was strong from the track to the elevator. After the fire was discovered James Moore entered the building and found no fire. Later he went into the engine house again and found in the straw under the roof some fire which he stamped out. The roof fire spread rapidly and the building burned to the ground.

The locomotive engines were equipped with the best spark arresters. A boiler maker who inspected the engines two or three days after the fire testified that they were in good repair and in the same condition as on the day of the fire. The roundhouse foreman testified that a spark passing thru the arrester would be deadened almost instantly as it struck the air. The engineers testified that the locomotives did not throw sparks. The railroad company contended that if this evidence justified the conclusion the fire was set by the engine then the railroad company could be held responsible for every fire along the right of way. The jury, however, believed the fire started just as it would have started from a spark from the engine, and in the absence of any other explanation as to the origin of the fire charged it to the locomotive.

The Supreme Court said: The agreement no doubt had a material part in inducing the execution of the lease by the plaintiff in error, yet the clause was not made an agreement to run with the land, but by its terms it purported to bind Atwood only, and related only to property owned by him or in which he was interested. The agreement was not for the benefit of the land but was personal to the lessee.

The test whether a covenant runs with the land or is merely personal is whether the covenant concerns the thing granted and the occupation or enjoyment of it, or is a collateral and personal covenant not immediately concerning the thing granted. If a covenant concerns the land and the enjoyment of it, its benefit or obligation passes with the ownership, but to have that effect the covenant must respect the thing granted or demised and the act to be done or permitted must concern the land or estate conveyed.

The plaintiff in error argues that there was

no evidence against it of negligence, and therefore the trial court erred in refusing to direct a verdict for the defendant. Section 1 of the act (Smith-Hurd Rev. St. 1923, c. 114, §96), "relating to fires caused by locomotives," provides that, in all action for the recovery of damages on account of injury to property by fire communicated by a locomotive engine passing along a railroad, the fact that such fire was so communicated shall be taken as prima facie evidence to charge the railroad company operating the engine with negligence. The plaintiff in error contends that there was no evidence to show that the fire was started by its engine, and that if there were such evidence the prima facie case thus made was met and overcome by the evidence which it produced to show that the engines which passed along its road, just before the fire, were equipped with the best and most modern spark arresters.

The wind, the location of the fire, its size when discovered, the time since the passage of the engine, the fact that there was no fire in the building which could have caused it, and that the roof was about on a level with the smokestack, tend to show the origin of the fire. It was a question for the jury to determine whether this evidence justified the conclusion that the fire was set by a passing engine.—144 N. E. Rep. 351.

German Millers Want U. S. Wheat.

Grain from all countries has been flowing into Germany during the last 3 years, due to the lack of import duty or other restrictions. America has been supplying the bulk of it. Now the German millers and grain wholesalers are contemplating purchasing their wheat directly from the United States, instead of securing it from the auctions held at Hamburg from time to time, according to Vice-Consul J. A. Scott. He adds that American exporters, in dealing with these buyers, should consider the present money stringency but should use precautions in advancing credit. German farmers are protesting the low price of imported wheat, claiming they are forced to sell their grain at a loss because of the lack of import duties.



Arthur W. Cutten, Chicago, Ill.

Arthur Cutten, a Bull on Corn.

"Corn is worth more than 76 cents," said Arthur W. Cutten when asked why he bought a big line of corn before the advance to \$1.13. "I took a chance. We all have to take chances."

He felt all along that corn was worth more money and backed his opinion by investing in the May future, but as the May failed to advance he took in 4,000,000 bus. of cash corn on delivery.

"As I sold my cash corn I took July in exchange and have sold that out too on a steadily rising market."

"I required patience for me to hold on to my corn, but the present market justified the correctness of my position. I began accumulating corn for delivery this month because I believed it would be hard to get. Farmers have not sold their grain owing to the backward spring, receipts have been small all over the country, and consumers have had to come to Chicago to get their supplies."

Mr. Cutten is believed to have let the last of his July corn go at around \$1.10 per bushel to the glucose company a week ago. He said: "I have sold about all my cash corn, but the situation is still tight. Receipts from the country are not likely to increase greatly for some time."

The advance of 40 cents in the price of corn is thought to have netted him a profit of \$1,500,000.

While Mr. Cutten made over a million for himself he benefited the corn growers still more, to the extent that his persistent holding of corn may have facilitated the readjustment of prices to a higher level. This higher level may have been established without his aid later in the season, but the early advance has enabled many farmers holding old corn to get a fancy price for their crop much sooner.

Altho a member of the Board of Trade since 1896 Mr. Cutten has rarely been seen on the floor of 'Change the past two years. His farm of 800 acres about 30 miles west of Chicago engrosses much of his attention. He has 500 hogs, 80 head of cattle and 20 horses on the farm. Being a real dirt farmer he has inside information on the progress of the corn crop, at least on his own farm.

Mr. Cutten also is a real grain merchant of the kind we need to carry the hedges the elevator men put on the market in the pit. He learned this end of the game as bookkeeper and trader for A. S. White & Co., with which firm he became connected on coming to Chicago from Canada in 1890.

Mr. Cutten is very modest and reluctant to discuss his transactions, feeling that disaster might come to anyone who might emulate his example, by trading in futures. His idea is to buy corn when it is too cheap, and to "buy the May future."

As an investor in Chicago futures Mr. Cutten has been confronted with the possibility of having poor stuff delivered to him on contract, and he vigorously condemns the rules of the Board of Trade permitting some 27 grades to be delivered on contract. He stoutly maintains that only No. 1 Northern, No. 2 Red and No. 2 Hard wheat should be deliverable on contract, pointing out that the Winnipeg Grain Exchange allows only the best grades to be delivered on contract, and that the low grades have to be sold outside of the pit as they should be and at a discount. He says "The elevator men have an idea that all their hedges must be bought in at a profit." He declares that the directors of the Board of Trade have been too subservient to the elevator men when drafting rules governing the delivery of grain on contract. He says, "The buyer has a right to know what he is going to get."

Moscow, RUSSIA—Transportation of 1,076,000 pods of grain to those Russian provinces affected by poor or inefficient crops has been ordered by the Commissariat of Internal Trade.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Washington, D. C., July 16.—Canadian crop acreage decreases amounting to nearly 1,000,000 acres of wheat, 170,000 acres of rye, and 220,000 acres of oats appear in latest reports. Barley and flaxseed acreages are somewhat increased. Present acreage of wheat is 21,676,000, compared with 22,672,000 acres in 1923. During the 10-year period, 1914-23, Canada has more than doubled her wheat acreage, the average for pre-war years being less than 10,000,000 acres. Present condition is 92% of the 10-year average, which produced an average yield of 16 bus. to the acre. Rain is needed in the Northern and Central districts. No official forecast of production is made at this time, tho private forecasts for the prairie provinces range from 320 to 350 million bus. The rye acreage is 1,277,000 acres against 1,448,000 acres harvested in 1923. Its condition is 92% of the 10-year average. Barley has been sown on 2,879,000 acres, compared with 2,786,000 last year. Its condition is 93%. Oats are planted on 14,168,000 acres, against 14,388,000 acres in 1923 and their condition is 93%.—U. S. Department of Agriculture.

ILLINOIS.

Springfield, Ill., July 23.—Local showers occurred over the state during the past week. Abnormal precipitation somewhat delayed harvesting, threshing, and haying operations, especially in southern counties. Some hay was damaged. Oats are good. Corn improved despite cool nights, but is late. Near Cairo it varies from newly planted to the roasting ear stage.—C. J. Root, meteorologist.

Springfield, Ill., July 17.—Improvement of nearly all Illinois crops, particularly oats and grass, characterized the first half of July. Ample soil moisture and moderate to cool temperatures favored the ripening of grain, tho a week to 10 days late. Grain harvesting is well advanced. Haying has been interrupted by rain, other field work made fair progress. Storm, local floods, and insects hampered crop improvement to some extent. Corn has shown marked improvement but will average fully 2 weeks late. It varies from a few inches to waist high. Stands in southern counties are weedy and uneven. This condition improved in the northern and western portions of the state. Winter wheat harvest is nearing completion in central Illinois and is beginning in northern sections. Heads are well filled and the quality favorable. The yield for the state will be below average, due to numerous thin stands in the main acreage belt in the lower central and southwestern counties. Except in the southern area the oats prospects are the best in years. Harvesting is well under way in the central area.—A. J. Surratt, agricultural statistician.

INDIANA.

Wakarusa, Ind., July 18.—About one-third of the wheat is cut and in shock now. It is excellent quality with well-filled heads. Oats look fine and are very heavy. Corn is 2 weeks late and will require a late fall to properly mature.—Wakarusa Milling Co.

Crawfordsville, Ind., July 12.—Fair weather is helping the corn considerable, causing it to make rapid growth. While the present condition of the stand is poor, it may come back with the help of favorable weather conditions. Wheat cutting is about half finished. Oats are turning and will be cut within the next 10 days. We are expecting a good quality and yield of both.—Crabbs, Reynolds, Taylor Co.

Mulberry, Ind., July 18.—Wheat looks to be about as near perfect as ever and acreage in the west end of Clinton county is not much below that of war times. Corn is not quite up to normal but it is nearly waist high in most fields, which is not bad for the middle of July. Oats are about normal tho the acreage has been cut. Hay is 100% or better and would put young clover sown this spring at \$1.25. The weather for the past 4 or 5 days has been perfect for harvesting. A few weeks of it will see

a bumper crop of wheat in the bins.—P. A. Miller.

Indianapolis, Ind., July 18.—Temperatures have been slightly below normal during the last two weeks but humidity has been high and nights fairly cool. Precipitation has not been so heavy nor frequent as during the previous two weeks, generally, which gave the farmers opportunity to catch up with their work. The corn crop is furtherest behind, but weather conditions have made cultivation possible and the crop is improving considerably. It needs more dry weather. Wheat and rye harvesting has progressed. Threshing has already begun in southern counties; extreme northern counties are still cutting. The yield is not always up to expectations. Wet weather and the necessity of devoting time to other crops has played havoc with the quality of the hay. Pastures continue good.—G. C. Bryant, agricultural statistician.

IOWA.

New Market, Ia., July 8.—Wheat acreage is almost cut in two this year, but the crop is looking good.—F. J. Shreck.

KANSAS.

New Salem, Kan., July 19.—Another rain today. Wheat is damaging in the shock.—Coffey-Moore Grain Co.

New Salem, Kan., July 15.—Threshing is 30% done. Wheat is producing 12 to 20 bus. per acre, of good quality grain. Oats are only fair. It has been too dry for corn and kafir. The crop is estimated at about 50% of normal.—Coffey-Moore Grain Co.

Topeka, Kan., July 10.—Kansas wheat was rated at 79% on July 1, indicating a yield of about 13.8 bushels per acre on the 9,405,000 acres left for harvest, and a total yield for the state of 130,038,000 bushels. Present prospects promise 16,827,000 bushels more than the forecast last month. Some damage has been caused by Hessian fly, chiefly in the northern counties. It is estimated that fly reduced the total yield by 20,000,000 bus. Corn acreage is placed at 5,967,000, compared with 5,629,000 acres last year, an increase of 6%. Its condition is 74%, which justifies a production of probably 97,143,000 bus., considering an average break in weather and insect conditions. Chinch bugs are plentiful in the eastern two-thirds of the state and only an abundance of rain will alleviate the damage caused. Oats have improved materially being 78% of normal and promising a yield of 41,536,000 bus., or an average of 27 bus. to the acre. Barley's condition dropped to 56% on July 1, indicating a production of 12,911,000 bus. on the estimated 870,000 acres sown. Acreage of grain and sorghums are reduced this year by 10%. The 1,438,000 acres of kafir, milo, and feterita with a condition of 71% promise a total yield of 24,504,000 bus. Sorghum forage acreage is reduced by 25%, being estimated at 581,000 acres. Good growth in the western counties has been prevented by dry weather. Flax acreage in the eastern counties was increased, the estimated acres being 60,000, compared to 24,000 last year. The season has been favorable. Present condition is 88%, compared with 90% last year. The promised production is 412,000 bus., the largest Kansas flax prospect in many years.—Division of Statistics, Kansas State Board of Agriculture.

MINNESOTA.

Minneapolis, Minn., July 16.—Slight traces of black rust have become apparent in the Red River Valley and other sections of the Northwest. The infection is local and in light form. Present weather conditions oppose rapid development of the disease. Sufficient moisture is general in Minnesota, North Dakota and eastern Montana, to carry the wheat crop for a week without damage, but rains would prove beneficial. Dry weather effects have become apparent in a number of fields in South Dakota. Barley and oats are rapidly developing with prospects for good yields in South Dakota and Minnesota. Rye harvesting has commenced. The crop is very spotted, but good yields are expected. Corn needs rain. It is still backward, tho much improvement has been made during the past 2 weeks. The flax situation is about the same. Very little wilt is reported and many fine fields are on newly broken ground. The grain situation on the whole is satisfactory.—Van Dusen-Harrington Co.

NEBRASKA.

Byron, Neb., July 14.—Wheat is all in the shock and some threshing has started. Indications are for a good yield of good quality

wheat. Oats are just fair. Corn is in fine shape.—J. F. Gregory & Sons.

Rockford, Neb., July 12.—Wheat here is yielding 20 to 25 bus. to the acre and tests from 60 to 64 pounds, but it is low in protein. Corn is looking excellent. Plenty of moisture and cultivation is making it grow fast. Oats are short, but will make an average crop.—A. L. Burroughs.

Columbus, Neb., July 12.—What wheat has not been drowned out will make a good crop providing the weather does not turn wet and keep the farmers from harvesting. We will probably have about the same amount of corn as last year if good corn weather prevails hereafter. Up until now it has been too cold of nights.—W. Burgess, Farmers Union Co-operative Ass'n.

OHIO.

North Baltimore, O., July 17.—Wheat looks good and is expected to yield 25 to 30 bus. to the acre. Oats are fair. Corn cannot make over a 50% to 60% crop.—Fred Kalmbach.

Sidney, O., July 12.—The crop outlook is now satisfactory, except in the case of corn, which is rapidly making up lost time. Barring unfavorable weather conditions we may still expect an average crop of that grain. Harvesting of wheat is progressing rapidly and 2 or 3 days will see it all in the shock. Our farmers are harvesting one of the largest yields of the best quality of hay in recent years, in spite of the fact that the outlook, up to the middle of May, was very disappointing. The corn "Bulls" may wake up some morning to find they have over-worked the "poor prospect for corn" reports.—E. T. Custerborder & Co.

OKLAHOMA.

Oklahoma City, Okla., July 12.—Condition of wheat and prospective yields per acre in sections of Oklahoma are: Northwest, 93%, 14 bus.; West Central, 94%, 14 bus.; Southwest, 98%, 18 bus.; North Central, 90%, 14 bus.; Central, 93%, 14 bus.; South Central, 90%, 15 bus.; Northeast, 74%, 10 bus.; and East Central, 81%, 12 bus.—J. A. Whitehurst, pres. Oklahoma State Board of Agriculture.

Chicago, Ill., July 15.—Crop, soil and weather conditions continue favorable in Oklahoma. Harvesting of winter wheat is completed. The yield will be average; the forecast production is 47,975,000 bus., compared with last year's harvest of 36,300,000 bus. The condition is 89%, compared with 77%, the 10-year average. The estimated 3,264,000 acres of corn is producing satisfactory growth. Its condition is 79%, compared with 75% last year; estimated production is 56,728,000 bus., compared with last year's production of 37,536,000 bus. Oats are in better condition than was at first expected; the condition being 81%, compared with 72%, the 10-year average. Estimates predict a yield of 37,446,000 bus., compared with last year's yield of 24,000,000 bus.—S. H. Johnson, vice-pres. C. R. I. & P. R. R.

TEXAS.

Spearman, Tex., July 12.—The Eldorado country has gone so much to cotton that the grain business has become very limited. I think this country is much better for the grain business, tho freight rates from this point are high.—U. G. Nighswonger Grain Co.

WASHINGTON.

Almira, Wash., July 21.—Crops growing in this territory are the shortest ever during a period of 25 years. Wheat is poor. Harvesting is commencing and the yield will be very light. Some fields will not be harvested as the yields would not pay expenses.—Almira Farmers Warehouse Co.

Washington, D. C., July 16.—Present prospects for wheat production in the Northern Hemisphere in 1924 are for a crop about 10 per cent less than last year. A decrease of about 7 per cent has been officially reported from about one-half of the producing area and reductions in area and crop conditions indicate a greater reduction in the countries from which no official reports are yet available.—U. S. Dept. of Agriculture.

Washington, D. C., July 18.—The latest estimate of the Argentine corn crop for 1923-24 is 276,756,035 bus., compared with 176,102,739 bus. last year. This is the largest since 1914-15, when 325,178,000 bus. were produced. Home consumption and seed will take about 83,000,000 bus., which will leave an exportable surplus of about 190,000,000 bus.—U. S. Dept. of Agriculture.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

Crawfordsville, Ind., July 12.—Some old corn still waits to be marketed.—Crabbs-Reynolds-Taylor Co.

San Francisco, Cal.—Receipts of grain, in tons, at this market during June were, wheat, 8,078; barley, 17,055; oats, 745; and corn, 1,560; compared to receipts for June, 1923, wheat, 1,464; barley, 11,071; oats, 499; and corn, 759.

Columbus, Neb., July 12.—Farmers about here are not likely to sell very heavily of their wheat for less than a dollar a bushel. If the present price for corn keeps up, a lot of the wheat will be fed to the hogs.—W. Burgess, Farmers Union Co-operative Ass'n.

Vancouver, B. C.—Vancouver handled 52,805.-578 bushels of grain of all grades, both bulk and sacked, up to July 1, according to the official figures of the Vancouver Merchants' Exchange in its 1923-24 report. Shipments during June totaled 3,771,808.

Altho most of the exporters are not trying to do business, more or less wheat is being sold to foreign countries daily. Sales in all positions on July 17 were estimated at 350,000 bus., including 240,000 bus. of Canadian grain. Rye sales were small. The unstable condition of the market tends to hamper business.

Indianapolis, Ind., July 15.—First new wheat arrived in our market yesterday. It was of good quality, testing better than 61 lbs., and sold at \$1.15, f. o. b., 40c N. Y. rate. We have numerous inquiries for new wheat and indications point to a strong market here.—Bert A. Boyd Grain Co.

Vancouver, B. C., July 13.—Grain men predict that 100,000,000 bus. of grain will move thru Vancouver during the 1924-25 season. The 1923-24 crop is still moving but shipping and grain interests are already negotiating for space for the next season. The present elevator capacity is 2,000,000 bus., but the capacity for next season will be 7,100,000 bus. Estimates, based on the total movement of 53,000,000 bus. so far, indicate a movement of 60,000,000 bus. by the end of the season.

Minneapolis, Minn.—Receipts of grain in bus. at this market during June were: Wheat, 5,975,730; corn, 903,190; oats, 1,162,500; barley, 610,660; rye, 576,820, compared with receipts a year ago: Wheat, 6,307,230; corn, 747,910; oats, 954,290; barley, 906,110, and rye, 624,500. Shipments of grain in bus. from Minneapolis during June, 1924, were wheat, 3,776,140; corn, 770,450; oats, 1,439,040; barley, 708,490; rye, 1,449,560, compared with June, 1923, wheat, 2,604,200; corn, 478,110; oats, 3,428,490; barley, 772,990; and rye, 161,640.

Montreal, Que.—Receipts of grain, in bushels, at the Montreal market during June were wheat, 14,828,201; corn, 113,153; oats, 2,647,593; rye, 1,783,794; barley, 730,307, compared to the receipts during June, 1923, wheat, 15,457,188; corn, 169,213; oats, 3,889,305; rye, 220,825; and barley, 853,487. Shipments during June, in bushels, were wheat, 16,029,359; corn, 2,120; oats, 2,835,742; rye, 1,652,988; barley, 1,423,485; compared with shipments in June, 1923, wheat, 15,591,798; corn, 1,216,416; oats, 2,441,348; rye, 521,436; and barley, 473,745.

New York, N. Y., July 18.—The canal season this year opened very late on account of freshets and high water thru the canalized rivers. Consequently, we did not start movement of grain until almost June 1. But during the month of June we handled over 2,000,000 bus.—more than twice the quantity we handled in June last year. At present the New York elevator is full to capacity, and in order to handle the canal grain we are compelled to transfer the regular canal line boats to harbor boxes.—C. W. Austin, Supt. of Grain Elevators & Metropolitan Terminals, Bureau of Canals, State of New York, Dept. of Public Works.

Increased Grain Receipts at Fort Worth.

Almost half again as many cars of grain were received in the Fort Worth, Tex., market during the week ending July 19, when 954 cars came in, as were received during the corresponding week a year ago, which records only 699, says Leo Potishman, chairman of the publicity com'te of the Fort Worth Grain & Cotton Exchange.

Cars of wheat totaled 738; corn, 36; oats, 102; barley, 6; and hay, 60.

Still heavier receipts are reported for the week previous, when 1,028 cars of grain were received. Of these 744 were wheat, 83 corn, 130 oats, 26 barley and 37 hay.

Fort Worth is rapidly taking its place as a grain market.

Michigan Crop to Control Bean Market.

The total acreage planted to beans is 60,000 greater than in 1923, but a decrease of 116,000 acres occurs in the states growing the white pea bean. Colorado and New Mexico, however, have increased their acreages by 176,000 acres, planted principally to beans of the pinto variety.

Tho it is too early to make any definite forecast as to what the volume of the crop will be, present conditions indicate an increase of 1,190,000 bus. in the pinto growing states, and a decrease of 3,301,000 bus. in the pea bean growing states, making the comparisons with last year.

Two and three-fourths millions of this decrease is in California, which is reason for believing that the Michigan crop will be of greater influence on the bean market than ever before, according to the official statement issued by V. H. Church, U. S. Agricultural Statistician for Michigan.

The official estimates on the crops of the important bean producing states are: New York, 131,000 acres, 86% normal, promises a yield of 1,746,000 bus.; Michigan, 557,000 acres, 87%, 6,057,000 bus.; Wisconsin, 10,000 acres, 83%, 104,000 bus.; Colorado, 306,000 acres, 85%, 2,237,000 bus.; New Mexico, 110,000 acres, 75%, 660,000 bus.; Arizona, 5,000 acres, 85%, 37,000 bus.; Idaho, 65,000 acres, 90%, 819,000 bus.; and California, 173,000 acres, 69%, 1,969,000 bus.

Wheat of Good Quality Moving to Hutchinson.

Hutchinson, Kan., July 20.—Wheat has been moving to this market in good volume for the past two weeks. The crop was generally very satisfactory as to yield. While spotted in quality it is averaging better than the 1923 or 1922 crops, most of it being heavy enough in test weight to grade No. 2 or better, with a high percentage of No. 1. Many of the samples that have so far fallen below No. 2 are affected by factors other than test weight, such as moisture and rye. Rains which have fallen almost daily during the past week have interfered with the harvesting that was not completed and much of the wheat remaining to be cut will be bleached.

The crop has a wide range as to protein content, various samples already analyzed running from below 10% to above 15%. A few stations show uniformly high protein but the majority of stations and sections yield widely differing samples. On this account it will be a matter of buying identical cars to obtain "protein" rather than the buying of wheat originating in a given locality.

Farmers generally are well pleased with prevailing prices and the movement to country points has been heavy. A side light upon the price factor is that it increases the already existing discontent among growers who had signed pool contracts. They see their neighbors receiving good prices, cash upon the spot; while they must themselves be content with a portion of the value of the grain plus a promise that more will be forthcoming later. Promises do not pay debts, satisfy creditors, and stop interest charges. The checks received by the non-poolers are doing these things. That makes a world of difference.—Cal.

Canadian Wheat Imports Stopped.

For the two weeks ending July 12 not a single bushel of Canadian wheat was imported into the United States for consumption, duty paid; altho when the price of Canadian wheat was lower, between Jan. 1 and July 1, 1924, 7,275,934 bus. was imported for consumption, as reported by the U. S. Dept. of Commerce.

The Canadian wheat imported during the two weeks was intended for grinding for export and amounted to 745,000 bus., which is about the same volume as formerly, the imports into bonded mills for grinding into flour for export for the period Jan. 1 to July 12 having been 7,606,598 bus.

The combined effect of the high price in Canada and the higher tariff is an insuperable barrier.

Coulter Disagrees With Export Bill Advocates.

Declaring agricultural conditions, at least in his state, demanded no such legislation as the McNary-Haugen bill, John Lee Coulter, Fargo, N. D., one of the authors of the Norbeck-Burtness diversified farming bill, said, after the conference in St. Paul Minn., at which the American Council of Agriculture was organized:

North Dakota has met the wheat situation by reducing the wheat acreage and gradually taking up diversified farming. Thus we are arriving at a stage where we are avoiding over-production.

North Dakota will have as fine a balanced agriculture this year as any state and because of better balance in her farming there is evidence of better yields and better prices. While it is of utmost importance that continued study be made of constructive agricultural legislation, the greatest encouragement comes from the magnificent way farmers are solving their own difficult problems.

In my state we have cut the wheat area by 2,500,000 acres in the last 5 years and this wheat land has gone into alfalfa, sweet clover and other pasture and hay crops. Also to corn, oats, barley and grain feed crops. We are getting away from the dangerous one crop system and towards a safe, sound and profitable type of agriculture. A successful shift from rye to flax has proven profitable.

It is not the purpose of the farmers of North Dakota to abandon wheat, rye and flax as cash crops, but to produce them under a rotation system by which the exportable surplus menace will be practically eliminated.

Hope to Revive the McNary-Haugen Bill.

A number of wild-eyed radicals met in St. Paul recently and formed a new organization to be called The American Council of Agriculture. While no doubt the principal purpose of this new organization is to stir up the farmers, it claimed to be for the purpose of securing legislation and getting a reduction of freight rates. After squabbling for several days the promoters finally agreed on one thing, that is to draft a new bill embodying the principles of the McNary-Haugen bill, for of course the demagogues will make another effort to get a radical bill of this character through Congress next winter. Its object, as stated in the constitution, is:

"The purpose of this council shall be to secure the enactment by Congress of such legislation, embodying the principles of the McNary-Haugen bill, as shall be necessary to secure for agriculture equality with labor and industry."

Mr. Peek, ex-president of Moline Plow Co. and the original instigator of the McNary-Haugen plan of pushing the government into the grain business, was made president of the new organization.

While no real honest-to-goodness dirt farmers participated in the meeting, all attendants claim to be prompted by an earnest desire to save the farmer from dire destruction. It is suspected by many that the real motive back of the meeting was political rather than economical. They must mislead the farmers in order to get their votes.

Pacific Northwest Wheat Discounts.

The Merchants Exchanges of Seattle, Wash., and Portland, Ore., have adopted the following regulations, effective July 1:

Federal grades on wheat shall be the basis of all trades by and between members. All trades, also sales and purchases of wheat, shall be on basis No. "1" sacked, unless otherwise specified in contracts.

Interest Charges.

Interest shall be charged on drafts at the rate of 7% up to and including three days after arrival of cars at designated terminal; provided, however, that interest shall cease on the date cars are actually unloaded.

Interest at the rate of 7% shall be paid on balances after twenty (20) days from date of arrival of cars at designated terminal.

Certificates covering all wheat bought on protein test shall also show moisture content.

Discounts for Test and/or Admixtures—Season 1924-1925.

Unless otherwise stated, in individual items, all discounts apply in cents per bushel.

EXPORT WHEAT.

Soft White, Western White, Hard Winter, Yellow Hard Winter, Western Red—Basis 60-lb. No. 1 Sacked.

When Test Weight Is.....	60 lb.	59 lb.	58 lb.	57 lb.	56 lb.	55 lb.	54 lb.	53 lb.	52 lb.	51 lb.
Without Mixture.....	None	1	2	3	4	5	6	7	8	9
When ADMIXTURE different classes wheat.										
Over 5% to 10% inc.....	1	2	3	4	5	6	7	8	9	10
Over 10% to 15% inc.....	2	3	4	5	6	7	8	9	10	11
Over 15% to 25% inc.....	3	4	5	6	7	8	9	10	11	12
Over 25% to 35% inc.....	5	6	7	8	9	10	11	12	13	14
Over 35% to 50% inc.....	7	8	9	10	11	12	13	14	15	16

Wheat testing less than 51 lbs. per bushel not applicable on contract except by mutual agreement.

Northern Spring—Red Spring, Basis 58-lb. No. 1, Sacked.

When Test Weight Is.....	58 lb.	57 lb.	56 lb.	55 lb.	54 lb.	53 lb.	52 lb.	51 lb.	50 lb.
Without ADMIXTURE.....	None	1	2	3	4	5	6	7	8
Over 5% to 10% inc.....	1	2	3	4	5	6	7	8	9
Over 10% to 15% inc.....	2	3	4	5	6	7	8	9	10
Over 15% to 25% inc.....	3	4	5	6	7	8	9	10	11
Over 25% to 35% inc.....	5	6	7	8	9	10	11	12	13
Over 35% to 50% inc.....	7	8	9	10	11	12	13	14	15

Admixture, any other wheat except as noted.

Exception—No discount of Red Spring for admixture, 5% to 10% inclusive of Red wheats of other classes.

Wheat testing less than 50 lbs. not applicable on contract except by mutual agreement.

MILLING WHEATS.

Dark Northern Spring—Basis No. 1.

When Test Weight Is.....	58 lb.	57 lb.	56 lb.	55 lb.	54 lb.	53 lb.	52 lb.	51 lb.	50 lb.
Without Mixture.....	None	1	2	3	4	5	6	7	8
Admixture Dark Hard Winter, 5% to 10% inc.	1	2	3	4	5	6	7	8	9
Any other wheat, 5% to 10% inc.....	3	4	5	6	7	8	9	10	11

Under 50-lb. test and/or over 10% admixture not applicable on contract except by mutual agreement.

Dark Hard Winter—Basis No. 1.

When Test Weight Is.....	60 lb.	59 lb.	58 lb.	57 lb.	56 lb.	55 lb.	54 lb.	53 lb.	52 lb.	51 lb.	50 lb.
Without Mixture.....	None	1	2	3	4	5	6	7	8	9	10
Admixture D. N. S., 5% to 10% inc.	None	1	2	3	4	5	6	7	8	9	10
Any other wheat, 5% to 10% inc.....	2	3	4	5	6	7	8	9	10	11	12

Under 50-lb. test and/or over 10% mixture not applicable on contract except by mutual agreement.

Hard White, Bluestem or Early Bart—Basis No. 1.

When Test Weight Is.....	60 lb.	59 lb.	58 lb.	57 lb.	56 lb.	55 lb.	54 lb.	53 lb.	52 lb.	51 lb.	50 lb.
Without Mixture.....	None	1	2	3	4	5	6	7	8	9	10
Admixture and other wheat, 5% to 10% inc.	2	3	4	5	6	7	8	9	10	11	12

Under 50-lb. test and/or over 10% mixture not applicable on contract except by mutual agreement.

Dockage.

Wheat grading below No. 1 on account of containing inseparable foreign material, damaged kernels or other cereal grains, shall be subject to the following discounts in addition to discount for test weight:

No. 2.....	2c per bushel
No. 3.....	4c per bushel
No. 4.....	6c per bushel
No. 5 not applicable on contracts except by mutual agreement as to discount, but if shipments are loaded before official grade is established, and cannot be reloaded, the discount shall not exceed ten (10) cents per bushel.	

Excess Moisture.

Discounts on wheat grading below No. 1 on account of excess moisture shall be as follows:

No. 2.....	2c per bushel
No. 3.....	4c per bushel
No. 4 not applicable on contracts, except by mutual agreement as to discount, but if wheat is unloaded before official grade is established, and cannot be reloaded, the discount shall not exceed ten (10) cents per bushel.	

Not subject to additional discount for test weight.

Musty or Damaged Wheat.

Musty or damaged wheat not applicable on contract.

Smutter Wheat.

The following schedule of charges shall be made for cleaning smutter wheat:

1/2% to 1% inc..	45 to 75 cents per ton
1 1/2% to 3% inc..	50 to 80 cents per ton
3 1/2% to 7% inc..	80 to 110 cents per ton
7 1/2% to 15% inc..	100 to 130 cents per ton

Note—The term "per ton" as used in this schedule means two thousand (2,000) pounds.

Treated Wheat.

Not deliverable on contract except at option of buyer.

Bulk Differentials.

All trading shall be on the basis of sacked wheat.

A differential of 3 cents per bushel will be made between bulk and sacked wheat.

Resacking.

The charge of resacking shall be eight (8) cents per sack.

Bad Order Sacks.

Bad order sacks shall be subject to a discount of three (3) cents per sack.

Note—Subject to change in market price of sacks and published notification by association.

Prophylactic Treatment of Co-operative Buying.

[From an address by James A. Sturges, of Easthampton, Mass., before the Eastern Federation of Feed Merchants, at Albany, N. Y., June 20.]

In 1918 I took over a small, dried-up feed business that had been conducted in a building which I owned, in order to keep the building occupied; hoping some one would appear who wanted a business badly enough to pay the small rental. As that person has not yet appeared, I am still in the feed business, altho after the deflation of 1920 I hardly knew whether I was in the feed business or in debt. For several years prior to my entrance into the feed business, I was closely associated with the medical profession.

Shortly after I took over the business, the milk producers of Easthampton became infected with the bacillus co-operativus and organized the "Easthampton Co-operative Milk Ass'n" and, among other things mentioned in their articles of incorporation, was this article: "To buy, sell and deal in hay, cereals, grain, mixed feeds, fertilizers, farm implements, machinery and farm supplies and equipment."

This looked like a direct slap at me and my opportunity to "fish or cut bait."

In their canvass for funds the committee called on me and offered me the opportunity to buy some stock. I could have challenged them, then and there, as they were organized to compete with my business. Instead I asked them if this association was going to help the farmers of Easthampton get more for their milk and, of course, they thought it would. I told them if that was the case it would help me, for my success depended upon the success of the farmers of this vicinity and my business would not prosper if they did not prosper.

So I subscribed for some stock, though I could ill afford it and had to borrow the money to pay for it. Two years later, through the usual mismanagement, the association found themselves about \$22,000 "in the hole" and the manager had paid out \$125 in protest fees on milk checks in one month.

The directors, all fine fellows and representative American farmers, decided they wanted a business man on the board to help straighten things out and asked me to accept the rather doubtful honor, which I did. It was necessary to make an adjustment with the creditors and in order to keep the business going, they had to have \$10,000 quick. This was secured by a personal note by the directors, of which my name was one. I have had the honor of being their secretary for over two years and their indebtedness has been reduced to \$1,500. Needless to say, they have never seriously considered the article relative to dealing in feeds.

An interest in the Grange and Farmers' Club has seemed desirable and I have served two years as Master and president, respectively, of these organizations. All this may seem like boasting to you, as it does to me; but I am purposely sacrificing my native modesty in order to illustrate what we mean by service, and also to show how a seeming adversity can be turned to an advantage.

Our customers are no exception to the rule "that price talks" and at times we are somewhat discouraged, when it seems as if our best

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for July delivery at the following markets for the past two weeks have been as follows:

JULY WHEAT.

	July 10	July 11	July 12	July 13	July 14	July 15	July 16	July 17	July 18	July 19	July 20	July 21	July 22	July 23	July 24
Chicago.....	115 1/4	116 1/4	118 1/4	123 1/4	122 1/2	126	130 1/4	126 1/4	128 3/4	127	125	132 1/4	131		
Kansas City.....	104 1/2	105 1/2	107 1/2	112 1/2	111 1/2	115 1/2	116 1/2	113 1/2	115 1/2	115 1/2	113 1/2	119	118 1/2		
St. Louis.....	111 1/2	112 1/2	114 1/2	119 1/2	119 1/2	122 1/2	124 1/2	123 1/2	124 1/2	123 1/2	121	126	126 1/2		
Minneapolis.....	121 1/2	122 1/2	124 1/2	128 1/2	127 1/2	132 1/2	135	130 1/2	131 1/2	130	126 1/2	133 1/2	131 1/2		
Duluth (durum).....	122 1/2	124	127 1/2	133	131 1/2	134	137	132	133 1/2	130 1/2	129	135 1/2	134 1/2		
Winnipeg.....	124	124 1/2	126 1/2	132	131 1/2	136 1/2	140 1/2	136 1/2	138 1/2	139 1/2	137	142 1/2	141 1/2		
Milwaukee.....	115 1/2	116 1/2	118 1/2	123	122 1/2	126	130 1/2	126 1/2	128 1/2	127	125 1/2	132 1/2			

JULY CORN.

	July 10	July 11	July 12	July 13	July 14	July 15	July 16	July 17	July 18	July 19	July 20	July 21	July 22	July 23	July 24
Chicago.....	101 1/2	104 1/2	107 1/2	110	106	110 1/2	112 1/2	109 1/2	108	105	108 1/2	107 1/2	110		
Kansas City.....	96 3/4	99	101 3/4	106	104 1/2	106	106 3/4	105	104 1/2	103	101	104 1/2	104		
St. Louis.....	103 1/4	107	109	111 1/2	111 1/2	112 1/2	112 1/2	111 1/2	109 3/4	107 1/2	110 1/2	110			
Milwaukee.....	101 1/4	104 1/4	107 1/4	110	106 1/4	110 1/2	113	109 3/4	109 1/4	108	105	109			

JULY OATS.

	July 10	July 11	July 12	July 13	July 14	July 15	July 16	July 17	July 18	July 19	July 20	July 21	July 22	July 23	July 24
Chicago.....	52 1/2	53 1/2	54 1/2	55 1/2	54 1/2	55 1/2	56 1/2	54 1/2	53 1/2	52 1/2	51 1/2	54 1/2	53 1/2		
Kansas City.....	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	53 1/2	54 1/2	56 1/2	56 1/2		
Minneapolis.....	49 1/4	50	51	51 1/2	50	50	50 1/2	49 1/2	50	49	48 1/2	50	50		
Winnipeg.....	44	43 1/2	45	48 1/2	47 1/2	49	50 1/2	49 1/2	49 1/2	48 1/2	47 1/2	49 1/2	49 1/2		
Milwaukee.....	52 1/2	53 1/2	54 1/2	55 1/2	54 1/2	55 1/2	56 1/2	55	48	46 1/2	45 1/2	47 1/2			

JULY RYE.

	July 10	July 11	July 12	July 13	July 14	July 15	July 16	July 17	July 18	July 19	July 20	July 21	July 22	July 23	July 24
Chicago.....	79 1/2	80 1/2	81 1/2	85	83 1/2	85 1/2	87	85 1/2	85 1/2	83 1/2	80 1/2	84	84 1/2		
Minneapolis.....	72 1/2	72 1/2	73 1/2	77	76	78 1/2	81 1/2	78	78 1/2	77 1/2	75 1/2	79	79		
Duluth.....	76 1/2	76 1/2	78 1/2	80 1/2	80 1/2	83	85 1/2	82 1/2	83 1/2	82	80 1/2	84	83 1/2		
Winnipeg.....	76	76 1/2	78 1/2	83	81 1/2	83 1/2	85 1/2	81 1/2	83 1/2	80 1/2	79	84 1/2	84 1/2		

JULY BARLEY.

	July 10	July 11	July 12	July 13	July 14	July 15	July 16	July 17	July 18	July 19	July 20	July 21	July 22	July 23	July 24
Minneapolis.....	71 1/4	72 1/4	74	76	77	78	80	80	80	80	79	79	79		
Winnipeg.....	77 1/4	76 1/2	78 1/2	83 1/2	83	84 1/2	85	83 1/2	82 1/2	81 1/2	81 1/2	84 1/2	84 1/2		

efforts and honest judgment were set aside, but quite often a most discouraging experience followed by a cheerful one and we are optimists at heart. I may be over-confident and while I am wasting your time here, my customers may be booking up in the pool. If they do, I shall not be dismayed, for like many diseases of childhood, the sooner they are over, the better.

Co-operative buying as conducted by these pools is not sound economically and sooner or later the farmers will find out and realize that the retail distributor is a necessity. To my mind, the legitimate dealer who knows his costs and conducts his business in an orderly, efficient way is more annoyed by irresponsible west pocket dealers who have no sense of business ethics than by any system of co-operative buying now in vogue.

A dealer in a neighboring town has just gone through his first year handling the Eastern States pool on a \$1.50 per ton basis and is pretty sick of his bargain. The farmers in that town had no complaint in regard to price. It is a small village, and the dealers, two young men of limited capital, were competing vigorously for the business on a price basis.

The farmers were infected by the bacillus mentioned before and it was "put up" to one of these men that if he did not take on the pool he would lose his business, so he took it on. He has just finished the season, and has about \$2,000 on his books that should have been "cash at the car" and several tons of their high priced feed in his shed that customers refused to take. This, of course, is no fault of the Eastern States Farmers' exchange.

I suggest that you cultivate a close, friendly contact with your farmer customers; try to see their problems in their light; if you do not agree with them, do not fight them, for if you do, you have all to lose and nothing to gain. Many co-operative ventures have been strengthened and helped by the short-sightedness of some dealers who undertook to fight them, whereas by careful and patient handling they could have been aborted.

Ours is an essential industry and it is our duty to conduct it honestly, economically and efficiently and if we do, we have nothing to fear and we can look forward to a fair return on our very interesting business.

What Makes Protein in Wheat

By C. A. LOVELL

Every grain dealer in winter wheat territory is being asked the question by his farmer patrons—What makes protein in wheat? Here is a simple explanation which any intelligent person can understand, and it has the support of experimental data and farming results.

Examine the "protein" certificate issued by most cereal testing laboratories and it will be seen that the percentage of protein stated thereon represents "Nx5.7." That symbol, mysterious as it appears, simply means that the chemist obtains the percentage of protein by multiplying the percentage of nitrogen by 5.7.

The chemist does not determine "protein" when he analyzes a sample. He merely determines the nitrogen content of the sample. Then he multiplies nitrogen by 5.7 and calls the result protein.

By giving the farmer that much of an explanation the dealer can rob the problem of half its terrors, and at the same time he gains an opportunity to give the farmer a lecture on good farming methods if there is time for doing it.

The lecture opportunity comes by reason of the fact that for all practical purposes protein in wheat is merely nitrogen; and nitrogen in wheat can only come from the soil. The inference would be that a system of farming which increases the quantity of available nitrogen in the soil will likewise increase the percentage of protein in the wheat grown thereon.

Experiments tend to prove that this inference is correct. At the Colorado Experi-

ment Station tests were made over a series of years, and almost without exception the land that was fertilized with nitrogen in an available form yielded a crop of wheat with a higher protein content than nearby land fertilized without nitrogen or not artificially fertilized.

At the Kansas station similar results were obtained by growing wheat after alfalfa. The check plots in the Kansas experiments had previously grown brome grass, and again, almost without exception, the wheat which followed alfalfa had more protein than the wheat which followed brome grass. This bears testimony to the value of leguminous crops in rotation schemes. The alfalfa plants, thru the bacteria harbored on their roots, had fixed atmospheric nitrogen in the soil; the succeeding wheat crop utilized the nitrogen in manufacturing its protein.

A demonstration of the effect of alfalfa on a succeeding wheat crop has lately come to my attention on a farm in Reno county, Kansas. The wheat crop harvested from this farm early in the present month was grown partly upon land that has been cropped with wheat continuously for years and partly upon land that was in alfalfa up to about 5 years ago.

Samples from the two parts of the field were saved and marked for identification and later were analyzed for protein. The sample grown after alfalfa tested 14.36% protein; that grown after wheat tested 11.72% protein. In addition, the old alfalfa field returned a much larger yield.

The chemist tests for protein by testing for nitrogen. The wheat plant can not obtain nitrogen unless it is in the soil. Therefore, the more nitrogen there is in the soil in available form the more protein there will be in the wheat, all other things being equal.

Weather probably plays some part. But in the experiments at the Colorado and Kansas stations, and in the 1924 experience of the Reno county farmer already referred to, the wheat fields were only a few feet or a few rods apart and there could not have been much variation in climate.

Tell the farmer who wants to know what makes protein to brush up an acquaintance with Old Man Nitrogen.

Prosperity the Fruit of Private Efforts.

Most of the questions that are referred to in political speeches and conventions relate to industry and business, and there appears to be no reason for any radical departure upon these matters from the public policies of this country as maintained heretofore. While it would be too much to say that there is nothing that the government can do to promote the prosperity and welfare of the country, two general propositions may be safely stated:

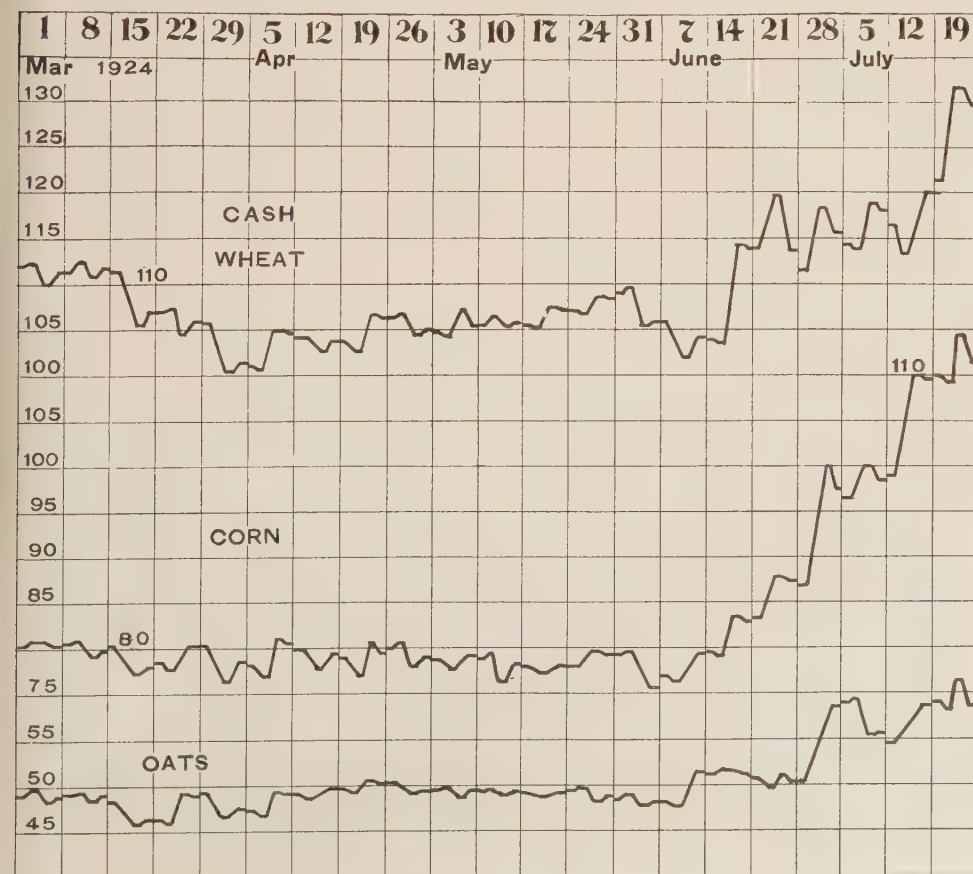
First, that the government has much greater power to injure the country through bad legislation affecting industry and business than to benefit it through legislation touching those subjects, and,

Second, that there are greater opportunities to benefit the country by repealing laws now on the statute books, thus correcting past mistakes, than by passing new laws.

Industry and business have little to gain from legislation. Prosperity comes by the free and voluntary activities of individuals in industry, and the government can do little beyond facilitating these activities. It has no creative powers except as it draws on the individual powers of its citizens, and the latter are able to organize and direct their own efforts much more effectively than the government can do it. If anything has been demonstrated by experience it is that governments are not successful in the management and direction of business affairs.—National City Bank Letter.

Cash Wheat, Corn and Oats Fluctuations from Feb. 25 to July 19.

Opening, high, low and closing average prices of No. 2 red winter wheat, No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each week a few cents above or below the extreme charted.



The Grain Futures Act

By DR. J. W. T. DUVEL

Grain Exchange Supervisor at Chicago as Broadcasted by the Sears Roebuck Station, W. L. S.

At the first session of the 48th Congress in 1883-4, a bill was introduced, which aimed primarily to prohibit the trading in contracts for future delivery. Subsequent to that time more than 200 bills relating to the trading in grain or cotton futures were introduced by members of Congress from twenty-eight different states. During this period these bills were before every Congress except one.

The Grain Futures Act of 1922, commonly known as the Capper-Tincher Act, represents the outgrowth of this effort of forty years to secure legislation giving the Federal Government control over Grain Exchanges dealing in contracts for future delivery. Many of the bills introduced during this period were directed to prohibit the trading in futures. Fortunately, however, the Grain Futures Act does not prohibit trading for future delivery, but merely grants to the Secretary of Agriculture authority to investigate and supervise such transactions. I make this statement on the assumption that the majority of persons, both within and without the grain trade, including our farmers, agree that the grain marketing machinery of the United States is the most highly developed of any in the world.

In carrying out the provisions of the Act the aim of the Grain Futures Administration is to make this machinery better and not to destroy it. Our policy is to aid in the elimination of the evils where they exist so that the small trader may have equal rights with the heavy operator of large means, who, in times past, has frequently been in position to influence price movements. Our purpose is to render aid in the building of a better structure that will have the support and confidence of all the people, and in creating a free and unrestricted market that will reflect prices more correctly in keeping with the law of supply and demand. Under the Act, the Secretary of Agriculture is authorized to make such investigations as he may deem necessary to ascertain the facts regarding operations on Boards of Trade, and to publish the results of his findings except such data and information which would separately disclose the business transactions of any person and trade secrets or names of customers.

The Act is likewise aimed to prevent the dissemination of false or misleading reports concerning crop or market information and to prevent manipulation or cornerings. It also provides for the keeping of certain records regarding cash and future transactions and for the making and filing of such reports as the Secretary of Agriculture may direct in accordance with the rules and regulations promulgated by him.

The contract markets are those coming within the authority of the Act. Up to the present time these number ten. From the standpoint of volume of trading the Board of Trade of the City of Chicago is by far the most important. During the past three years the average annual volume of its transactions in all grain futures was seventeen and one-half billion bushels. This was more than 87 per cent of the total volume of trading for all the markets combined.

These figures are presented, not for the purpose of leaving with you the impression that the volume is excessive, but to show you that the turn-over in a futures market must be vastly greater than the volume of actual cash grain handled if future trading is to serve any useful purpose.

If during the course of a year our bank clearings did not exceed by many times our actual supply of gold, business transactions would soon revert to the obsolete system of barter and trade. This is equally true in the grain futures markets. If the volume of

trading in futures did not greatly exceed the volume of grain produced the system could not function. It does not necessarily follow, however, that the volume needs to be as large as here indicated in order to register prices correctly.

Let me urge you to keep in mind that the greater part of this volume does not pay a commission charge as many now believe. The operations of scalpers and pit traders account for a high percentage of the total volume. It is this class of traders that make it possible to fill orders promptly. Their position in the market is continually changing. They are first on the "long" side and then on the "short" side and usually end the day even.

From the reports received under the Rules and Regulations prescribed by the Secretary of Agriculture, there is compiled each day a statement showing the total volume of trading in futures together with the aggregate open interests. The figures showing the daily volume of trading on the Chicago Board of Trade are given to the press each day at noon. We believe the public has a right to know them, and that by getting these figures will have a better understanding of the inside workings and functions of our Grain Exchange.

Those who have followed the volume figures given out daily since January 2nd of this year will observe that the volume is much smaller than is indicated by the three year average. This ratio may be roughly stated as thirty million in comparison to fifty-eight million daily. Some have been inclined to attribute this decrease in volume of trading to the supervision under the Grain Futures Act. A careful study of the situation does not warrant this conclusion. The market has functioned well. In fact, it has shown more stability than at any time since 1913. The facts are that the country has not been in the market in a speculative way to any great extent.

Price movements have offered but little encouragement to the speculator. For profitable operations he must have wide daily fluctuations and wide irregular swings. During the past few months neither has existed. For example the average daily price range during the life of the 1924 May wheat future was $1\frac{1}{8}$ cents as compared with 2 cents in the 1923 May and $3\frac{1}{8}$ cents in the 1922 May. Likewise the maximum range from high to low during the life of the 1924 May wheat future was only $14\frac{3}{4}$ cents as compared with $22\frac{3}{4}$ cents in the 1923 May and $46\frac{1}{2}$ cents in the 1922 May. With narrow markets such as have existed during recent months the outside trader finds it difficult to operate under the present high commission rate of one quarter cent per bushel.

It is likewise possible that some have discontinued trading under a fear that the fact may at some time become known, thereby jeopardizing their credit with their bankers and business associates. It is difficult to understand why anyone should hold this view so long as they are operating in a fair and legitimate way. The Act does not prohibit trading in a speculative way so long as it is done fairly. In fact the only restrictions are on unfair trading, manipulation and the giving out of false or misleading reports relating to crop or market conditions that affect or tend to affect prices.

Speculation: The Grain Futures Administration has no fault to find with speculation as such. Speculation exists in all lines of business. Perhaps farming itself is one of the most highly speculative, because so many factors over which our farmers have no control enter into farming and marketing operations. All we ask is a free and open market where every trader, either "long" or "short" has an equal chance.

Unfortunately there has been much misunderstanding as to the effect of Government supervision of contract markets on grain price movements. Some even hold to the extreme view that the enforcement of this Act has been responsible for the relatively low price of wheat. That the price of wheat has been too low, when figured on the cost of production or when compared with the prices of commodities that the farmers must buy, no one can deny. But the contention that the low price of wheat has been due to the Capper-Tincher Act is not borne out by the information available. In fact, there is every reason to believe that this Act has been one of the main factors in holding the price of wheat to our farmers at a level considerably above a world parity. Until two or three weeks ago the price of wheat at Chicago ranged from five to thirteen cents above Winnipeg, even though the heat from Western Canada moves from the Canadian terminals to Europe at the same transportation cost as from Chicago.

The United States has sold but little wheat for export since last October because our prices have been too high. Europe has been able to buy her supplies at lower prices from other surplus producing countries. What has held our prices at these higher levels even in the face of an unusually large visible supply? When we look at all the facts squarely we can draw but one conclusion. That the Grain Futures Act, better known as the Capper-Tincher Act, has rendered a real service to Agriculture. That it has played an important part in holding up grain prices and has not depressed them.

Progress Reported in Annual Report of Baltimore & Ohio Railroad Co.

The annual report of the Baltimore & Ohio Railroad Co., issued July 15, shows that the management of this system is endeavoring to furnish shippers the service demanded and also improving its facilities to keep step with the growth of traffic, notwithstanding the attempts by radicals in Congress to discourage investment in railroad property.

Pres. Willard in the report says:

The recorded investment at Dec. 31, 1923, of the property devoted to and used in transportation service is \$753,130,840, an increase over the previous year of \$31,756,585.

At the same time the Company carried on an extensive program of improvements to the line and in the upbuilding of its equipment. There was some congestion at times in the marine terminals at Baltimore caused by insufficient facilities, which situation will have been overcome upon completion of the large new grain elevator and new pier now in process of construction and in the readjustment of yard tracks incident thereto, all of which will be completed during 1924.

Of the more important work undertaken during the year was the construction of a new grain elevator at Locust Point, Baltimore, Md., to replace elevators "B" and "C" destroyed by fire caused by lightning on July 2, 1922. The new elevator is of concrete construction throughout, of the most modern type and reflects the latest development in elevator construction and practice. The elevator will have an initial capacity of 3,800,000 bus. and can be expanded indefinitely by the erection of additional storage units. The work house and storage bins are set back 500 feet from the water front, the grain being handled between the elevator and wharves by six continuous belts having a capacity of 150,000 bus. per hour. Storage tracks for 500 cars will be provided and the grain will be delivered to the elevators by means of four car dumpers, each with a capacity of eight cars per hour. A marine tower with a capacity of 4,000 bus. per hour is provided for unloading grain received by water. A drying and cleaning plant with capacity of 40,000 bushels per hour is provided. Every part of the structure will be equipped with dust-collecting devices, and no efforts have been spared to insure fire prevention and safety in operation. Most satisfactory progress has been made in this work and it is expected that the elevator will be ready for the reception of grain about August 1, 1924.

The following equipment was acquired during the year: 115 locomotives, 91 passenger train cars, 11,659 freight train cars, 19 work equipment units and 6 floating and miscellaneous equipment units at a cost of \$31,259,059. After allowing for equipment retired and reduction in value due to transfer of equipment from one class to another account of age, the net increase in the value of equipment owned and in service at the end of the year was \$25,094,423.

25,000-Bushel Elevator at Lesueur Center, Minn.

A new elevator has been built by A. O. Radke, Lesueur Center, Minn., to replace the one he lost by fire on the morning of March 5. His loss on the cribbed elevator amounted to \$12,000. Insurance collected amounted to \$8,000 on the building and a smaller amount on the grain in the elevator at the time of the blaze. With several years of experience back of him he took the funds collected and set about building a better, safer elevator in which to continue his business.

Accompanying cuts show the ruins of his old elevator and the fine new structure the T. E. Ibberson Co. erected for him. Work on the new elevator was started April 7 and on May 13 the job was completed.

Mr. Radke's new elevator is located on privately owned ground adjacent to the C. M. & St. P. R. R., at Lesueur Center. Owing to the nature of the site, the reinforced slab foundation is built on special lines. The entire ground floor is of solid concrete.

Construction of the building is as shown by the illustration. It is covered with corrugated galvanized iron, both roof and sides, properly grounded to give protection against lightning.

All windows are screened to prevent the entrance of birds, bats and locomotive sparks.

A large, roomy driveway on one side contains a 10-ton, 8x16 ft., Howe Dump Scale, fitted with a Strong-Scott Air Dump and an Ibberson Pit Grate door. Adjoining the outside of the driveway is a snug, well-built office. The floor is of hardwood; the walls of compo-board, laid on shiplap. A bay in the driveway side of the office houses the scale beam. A 2 h.p. motor operates the compressor for the dump scale. The doors of the driveway are so constructed that they may be closed from inside the office.

The plant is electrically equipped. Fire preventive measures are taken by inclosing all wires for motors and lights in conduits. A 5 h.p. Fairbanks-Morse Ball Bearing Motor, installed in the cupola in a fire-proof, metal-clad house, and equipped with a Link Belt Silent Chain Drive, furnishes power for a leg with 11x6 in. buckets. A man-lift affords easy passage from the work floor to the two floors of the cupola.

On the first floor is a 5 h.p. Fairbanks-Morse motor, with Link Belt Silent Chain, driving a cleaner.

A dozen hopper bottom bins have a total capacity of 25,000 bushels. Overflows and choke ups are prevented by an Ibberson Bin Alarm, which gives warning when bins become too full.

Other modern equipment includes a motor driven grain tester and a Richardson 5-bushel, Automatic Shipping Scale.

The flour warehouse is located 20 ft. from the elevator. This, too, is covered with gal-

vanized sheet iron. It is large enuf to hold 3 carloads of sacked products and is considered thoroly rat and mouse-proof.

The modern equipment of the new elevator enables Mr. Radke to give his customers prompt and efficient service in handling their grain with a minimum expenditure of labor and he is rightly proud of it. The new building is a fitting replacement of the old plant that finally succumbed to its numerous fire hazards.

Smiley Talks to Grain Men.

Speaking before a meeting of grain dealers, bankers, farmers and merchants, under the auspices of the Superior Grain Exchange, at the Oddfellows Hall, Superior, Neb., on the evening of July 7, E. J. Smiley, Sec'y of the Kansas Grain Dealers Ass'n, used a complete file of statistics demonstrating the failure of wheat farmers' pooling arrangements, how it resulted in loss to them and evident gain to the pool promoters.

In connection with the subject, Mr. Smiley mentioned the latest enterprise of pooling promoters and their followers—the purchase of the properties of 5 large terminal concerns, 4 at Chicago and 1 at Kansas City, at present owned by Armour Grain Co., Rosenbaum Grain Corp., Rosenbaum Bros., J. C. Shaffer & Co., and Davis, Noland, Merrill Co., of Kansas City, at enormously inflated values.

Reference to the beaten McNary-Haugen bill characterized it as an attempt at socialism, a "will o' the wisp" designed to lead astray the unalert producer.

"The McNary-Haugen absurdity would have added unwarranted burdens to a tax-weary public. As it is the Government is meddling with business too much, thereby hindering industry and slowing up commerce. Application of the Government's better business principles to its own affairs and a 'hands off' policy toward the business men of the nation, would cause a speedy readjustment of conditions for the better."

Geo. Scoular, pres. of the Superior Grain Exchange, presided as chairman of the conference. Representatives from Guide Rock, Chester, Deshler, Stoddard, and Hastings, Neb.; Kansas City, Mo.; Republic, Greenleaf, Belleville, Formoso, Montrose, Linden, Beloit, and Rydal, Kan., and, of course, Superior, attended the meeting.

Refreshments were served at its close.

CORN OIL, heretofore known as cheap and seldom considered as food, is good for that purpose. Crisafulli Bros., New York, N. Y., shipped a number of consignments of olive oil alleged to be adulterated with corn oil and peanut oil, from New York State into Massachusetts, but a jury, at the direction of the court, returned a verdict of not guilty.

Demagogic Farmer Agitators Attack Marketing Plan.

The political agitators who were thrown out of the American Farm Bureau Federation last year after the failure of their scheme to make the Federation the tail of their political kite have rushed into print with an attack on the Marketing Company. This attack is inspired by the feeling that the success of the Marketing Company will rob the agitators of their stock in trade by taking grain marketing out of politics, and second by the fact that the agitators can claim no credit for the accomplishment as they have had nothing to do with it.

Following is the Farm Bureau Federation's answer to this criticism:

"As the directors of the Grain Marketing Co. busy themselves in developing the by-laws of the organization there has developed some general criticism to the plan. This criticism appears to center in the National Wheat Growers Advisory Committee and the National Council of Farmers' Co-operative Marketing Ass'n. These are the organizations in which Frank O. Lowden, Walton Peteet and Aaron Sapiro are active leaders.

"The criticism of the plan sums up as follows:

"It is simply a combination of grain trade interests and not in any sense of the word a co-operative marketing association of farmers."

"Farm Bureau officials point out that criticism of the plan is premature, as the plan itself is not yet perfected and that it must be developed in harmony with the best interests of the grain producers if it is to have the sanction of the American Farm Bureau.

"Leaders in the Farm Bureau characterize criticism of the plan on the ground that the Grain Marketing Company is not a farmer co-operative as absurd." It was pointed out that the Grain Company is incorporated under the Co-operative Marketing Act of Illinois. This Act is in full accord with the co-operative marketing principles as advocated by these critics of the grain plan."

The Illinois Co-operative Marketing Act passed in 1923 was one of the standard co-operative marketing acts which was prepared in accordance with the ideas and actively supported by both Aaron Sapiro and Walton Peteet. Walton Peteet at that time was Director of Co-operative Marketing for the A. F. B. F.

Do Sapiro and Peteet now disown their child because they were not present at the delivery?

THE BRAZILIAN import duty on wheat has been 18.16 cents per bu. and on wheat flour \$1.20 per bbl., which includes the 2% gold surtax and the payment of 60% of the duty in gold. A temporary reduction has made them 40% less, according to Hon. E. V. Morgan, American Ambassador to that country. Provisions of the temporary decree, signed March 19, 1924, may become ineffective at the whim of the Government.



A. O. Radke's Elevator Sacrificed to Its Fire Hazards.



25,000-bu. Elevator at Lesueur Center, Minn.

Precautions in Building the New Elevator.

BY ALLAN R. SMITH.

Thousands of country grain elevator operators are using antiquated buildings that should have been relegated to the scrap pile long ago. These wooden fire-hazards, with their out-of-date equipment are costing operators many dollars in excessive maintenance and extra labor each year.

Consider the enormous value of the grain crops of this country, the amount of work required to harvest and market these crops, the large amount of money invested in the highly perfected marketing machinery, and, most important, the narrow margin of profit obtained by the grain dealer for his part in marketing the grain.

It remains for the individual elevator operator to conduct his business in as highly efficient manner as is possible. The advantages he will gain through efficiency are many. He can offer higher prices to his patrons and attract grain to his elevator from distances. Not only will he be able to offer higher prices, but he can give real service to farmers who line his driveway with grain. Trucks and wagons loaded with grain can be quickly emptied without loss or mixing. Prompt handling of grain enables the elevator man to take full advantage of heavy marketing of grain which occurs periodically as may suit the producer.

This increase of volume in grain receipts should automatically increase the dealer's profits.

The progressive grain dealer asks, "How can I make my plant more efficient? What should I do?"

There is but one answer. That is for each elevator operator to study his own needs. Every dealer who is dissatisfied with the elevator he is operating has, in his mind, a picture of the elevator of his dreams. This "dream" elevator is probably so far from the elevator he is operating that he has made no attempt to remodel the present elevator into a semblance of the elevator that he wants and no doubt needs. He should study the grain business in his territory and if business prospects warrant he should plan for the erection of the elevator which he knows will enable him to compete successfully and thereby handle a larger volume of grain than now is possible.

Observation and reading descriptions of new, modern elevators will disclose features and faults of other elevators. Notes thus secured will be of aid in solving the individual grain dealer's marketing problems. When an operator is fairly certain that he knows just what kind of an elevator is best suited to his needs, he should consult an experienced elevator builder. Estimates for a reinforced concrete structure, completely equipped with up-to-date machinery, should be obtained and the job let not to the lowest bidder, nor the highest, but to the builder whose price is a good average between the highest and lowest.

Under no circumstances should the prospective builder consult any of the barn or silo builders who are preying upon gullible grain merchants in the guise of reliable builders. They are the fellows who are bidding lowest on elevator construction jobs, and who, when favored with a contract, erect a flimsy, ill-constructed elevator that soon becomes a source of worry and sleepless nights for the luckless operator who listened to the false promises.

All elevator builders and most country elevator operators are familiar with the well-known advantages of concrete for grain elevator construction. Every terminal elevator of 100,000 bushels or more capacity built in recent years has been of concrete construction and hundreds of smaller houses have been built of this material.

Careful preliminary study is necessary before construction starts. Engineers capable of determining the stresses to which the bins will be subjected and equally capable of specifying

the reinforcements necessary to withstand the strain should do the planning. Then, when properly mixed concrete is placed and allowed to cure properly it will withstand severe service indefinitely.

The country elevator operator should understand a few things about concrete and concrete construction so that he can understand the results which builders of concrete elevators strive to attain.

Concrete is made by mixing in proper proportions portland cement, aggregates, and water. Care must be taken in selecting aggregates for concrete. The fine aggregate consists of sand, crushed stone, or gravel screenings which will pass one-quarter inch screen. It must be clean, coarse, and free from vegetable loam or other deleterious matter. Many sands that are apparently clean contain sufficient organic matter to unfit them for use as a fine aggregate. *Bank run sand or gravel must be screened and tested before using as aggregate.* All sand should be tested if good concrete is to result from its use.

Coarse aggregate consists of crushed stone, gravel, or crushed slag which will not pass a one-quarter inch screen. It must be clean, hard, durable, and free from all deleterious materials. Aggregates containing soft, flat, or elongated particles should not be used. The maximum size of the coarse aggregate should be such that it will not separate from the mortar in placing, and will not prevent the concrete from fully surrounding the reinforcing and filling all parts of the forms.

The water used in mixing concrete must be reasonably clear, and free from oil, acid,

alkali, or vegetable matter. Water that is suitable for drinking purposes is best.

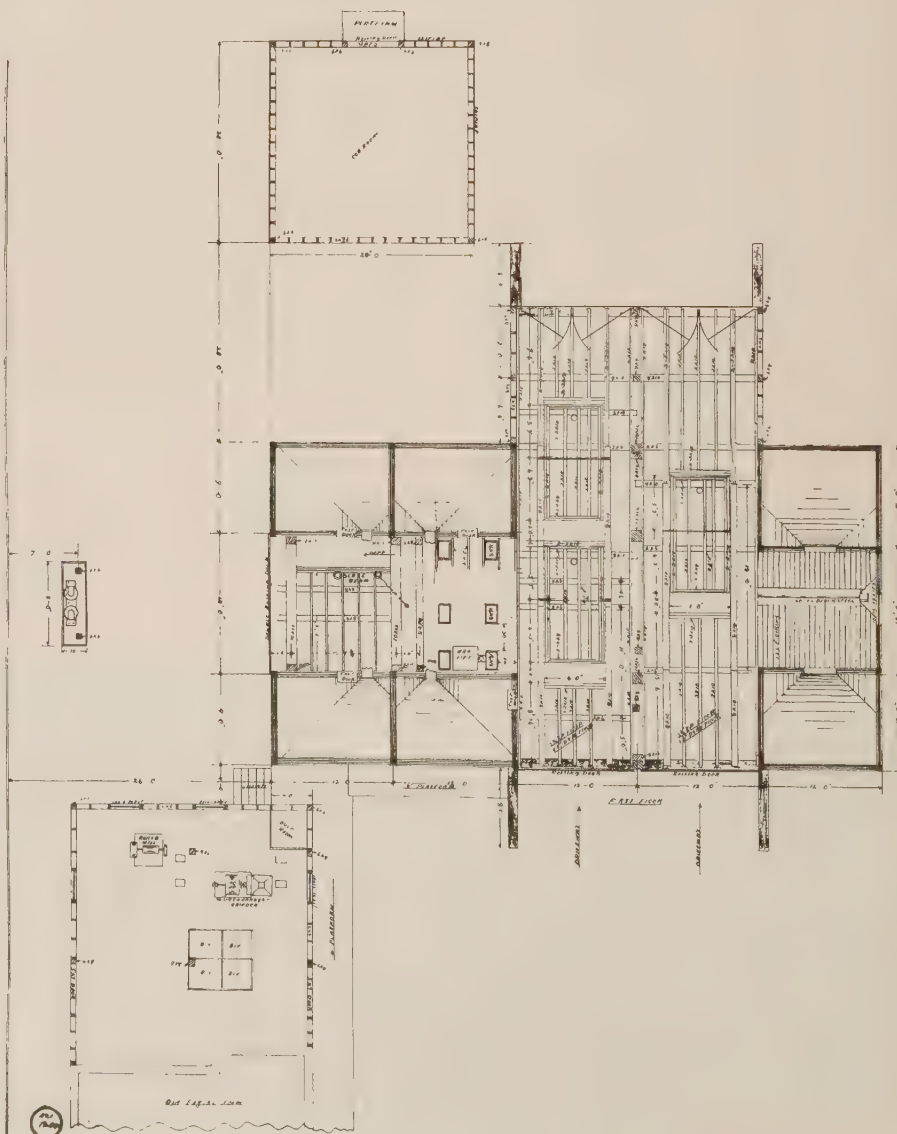
All materials used in making concrete should be carefully selected, of uniform quality, and should be proportioned with a view to securing as nearly as possible the maximum density. Fine and coarse aggregates should be measured separately. The cement, aggregates, and water should be mixed thoroughly for one minute or more and placed as soon thereafter as possible.

The faces of the concrete which are exposed to drying should be kept thoroughly wetted for at least three days to attain the best results. Forms should not be removed until the engineer or inspector gives authority to do so.

If the builder of a concrete grain elevator will follow these simple, primary instructions in preparing concrete for the building he is erecting, and will use a mixture that is specified to be of sufficient density for the work at hand, the grain dealer will have a building that will endure indefinitely.

By building as much as possible of concrete and metals, he will have a truly fire-safe elevator and one that will command a low rate of insurance. Maintenance and depreciation also will be at a minimum.

SAULT STE. MARIE, MICH.—Canals here carried a total of 11,077,069 short tons during the month of June. Of this wheat totaled 22,357,582 bus.; compared with 25,505,699 year ago. Grain other than wheat aggregated 14,149,632 bus., against 11,281,255 for the same period in 1923.



First Floor Plan Cohee & Clark's Elevator at Kempton, Ind. [See facing page.]

Cohee & Clark's Cribbed Elevator at Kempton, Ind.

Indiana has a number of good grain stations and a number of modern up-to-date elevators to handle the grain marketed. Tipton County, Indiana, is a good grain producer, so it is perfectly natural that Cohee & Clark

should build an unusually good elevator at Kempton on the L. E. & W. R. R. The elevator proper is 60x32 ft., 50 ft. to the top of bins, 2x6 in. cribbing being used up 40 ft. and 2x4 cribbing the balance of the way. The cupola surmounting the bins is 32x24 ft., 36 ft. to the square.

The house is divided into 14 hopped bins, all rodged, and is covered with galvanized iron siding and roofing. All overhead bins are provided with ladders from top to bottom, while all other bins are provided with test doors at bottom.

The three stands of elevator legs, each operated by a separate motor, are connected to the head pulley by means of a Link-Belt Silent

Chain Drive. Each leg is equipped with 16x8 in. buckets placed 16 inches on centers. Each elevator head is provided with an improved distributor so grain can be spouted to any bin in the house, to the hopper scales, cleaner, or to the loading out spout.

Electric motors are enclosed in a fireproof room which is thoroughly ventilated. Each motor is provided with a push button starter. Five motors are of 10 h.p., one of 25 h.p., and one of 15 h.p.

The elevator has two driveways through the middle of the house. One is equipped with a McMillin Truck Dump and two platform dumps, while the other has one McMillin Truck Dump and one platform dump. All platform dumps are equipped with oil dump controllers. By having two driveways two wagons or trucks can be dumped at one and the same time. Both driveways are used for wagons or trucks, the purpose being to expedite the dumping of grain and still keep the building compact and the operations centered about the legs. The basement is excavated under both driveways, the three sinks being provided with chain feeders to convey the grain to the elevator boots or to the Western fan sheller in the basement.

The elevator is equipped with a manlift, an 800-bu. Fairbanks Hopper Scale, one 100-bu.-per-hour cracked corn grader and meal bolter, a corn cleaner and a car puller.

Above the hopper scale, the beam of which is conveniently located on the first or working floor, is a large garner and beside it a screenings bin.

The house stands back from the track some distance and grain is spouted to cars from top floor of cupola by means of a 9-in. well casing.

A 20-ton Fairbanks Truck Scale is used to weigh the grain as the farmers bring it in.

Adjacent to the elevator on one side is a large ware room 24x90 ft., one story. At the near end of this warehouse a second story or cupola was added. In this end of the warehouse is installed a feed mill which is equipped with a 24-inch Dreadnaught Grinder, one leg, one 9x24 3 pair high roller mill with a magnetic separator operated by a 15-h.p. motor in the basement.

The house is so conveniently arranged and so completely equipped with labor saving machinery it will surely be a delight both to farmers and patrons and to operators. The house was designed and built by the Reliance Construction Co.

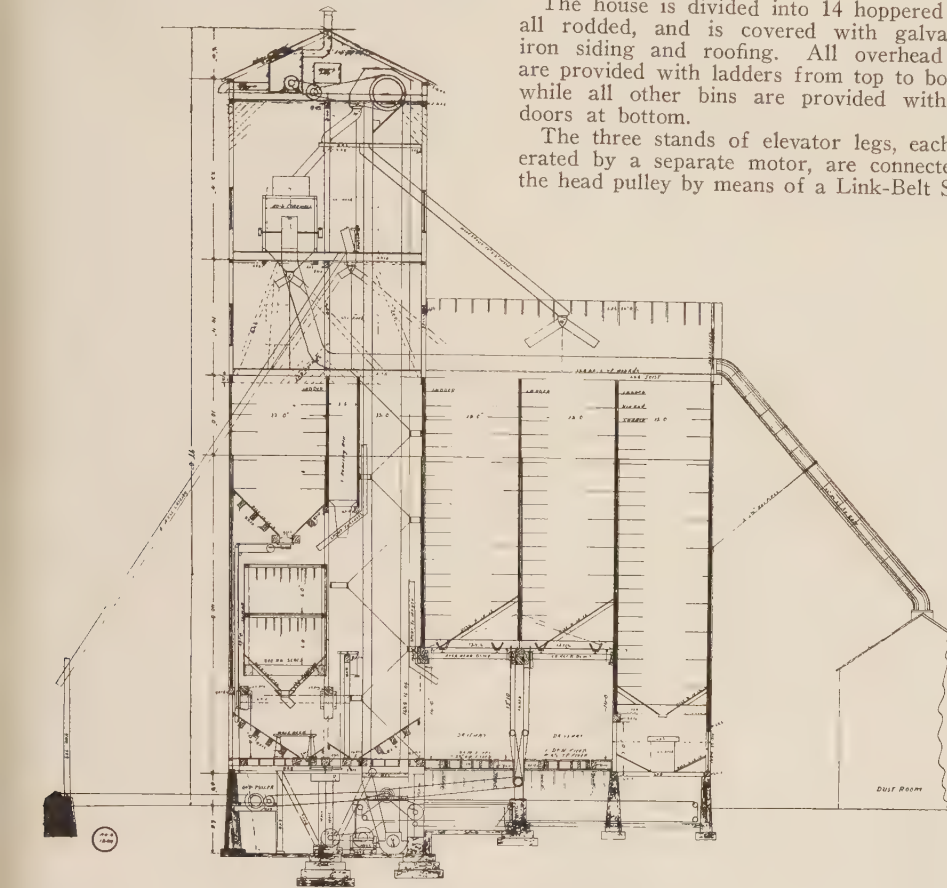
SOUTH AFRICA's maize crop report of May, last confirms a very short output, being 25% less than in 1923 in Transvaal; Orange Free State 55% less; in Natal, between 20% and 45%; in Cape Province, 30% less; and in Transkelan territories, between 5% and 55%. The crop of kafir corn is in similar straits.

What Will the Panacea Peddlers Do Next?

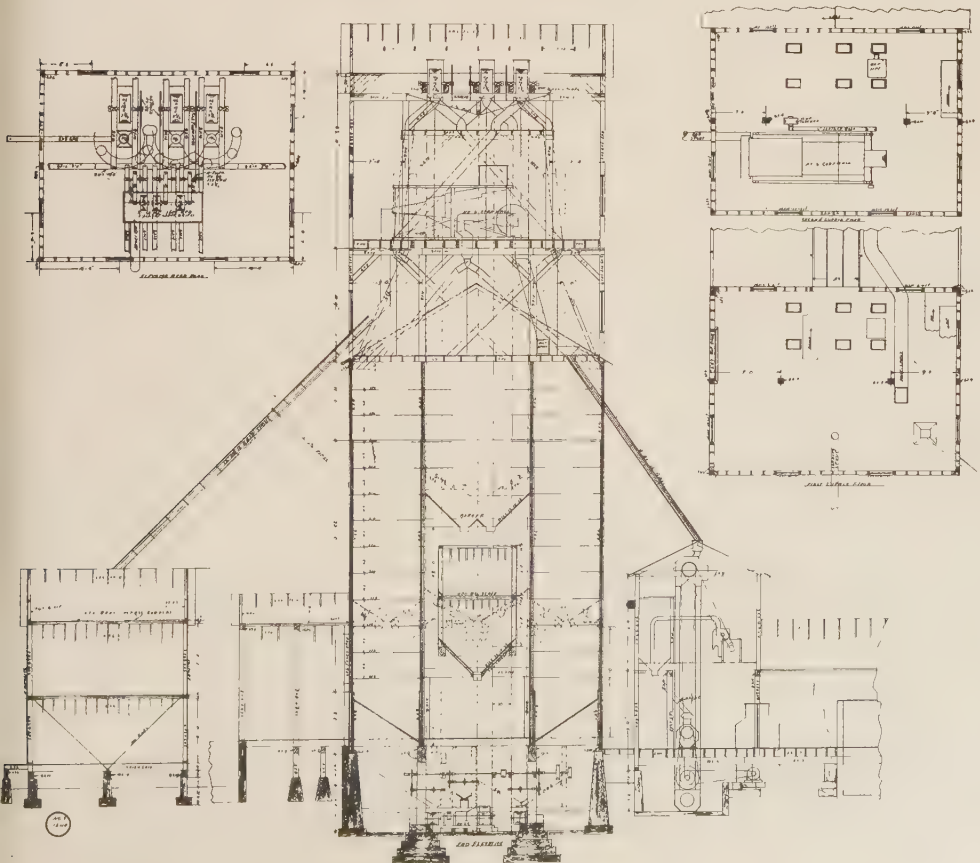
A month ago nothing would save the farmers except the McNary-Haugen bill, fixing the price of wheat. This was the latest nostrum of the panacea-peddlers, and without it wheat prices could never rise and more wheat farms must be abolished.

Congress had no more than killed the McNary-Haugen bill and gone home until wheat prices rose 10 cents a bushel within a week. The farm bloc had nothing to do with it. All the laws ever passed by it are not worth a pinch of the old law of supply and demand. That is what is operating in the wheat pits now. The estimated yield this year is 93,000,000 bus. short of what it was in 1923. Up goes the price of wheat.

It is a strange thing about these help-the-farmer laws. They give him more credit and, drowned in a sea of credit, his last state is worse than his first. They take the wheat-pit gamblers off his back and the price of wheat falls. His price-fixing law fails and wheat goes up.



Side Elevation Cohee & Clark's Elevator.



End Elevation Cohee & Clark's Elevator at Kempton, Ind. [See facing page.]

Changes in Scale Requirements and Their Influence on Manufacturers

By L. R. BOYER, before the National Scalesmen's Association

It is only about 20 years since the first National Conference of Sealers of Weights and Measures was called in Washington. About a half dozen responded to the invitation. For the purpose of noting definite things which have taken place due to study of weights and measures subjects that event is used as a mile post. Before this time only a few of the States had a department handling weights and measures work and comparatively few cities had an inspector. What few there were in existence were struggling along alone, with little opportunity to learn from each other. Uniformity of laws or methods of testing were unknown and there was no place to turn for instruction. Each was left to work out his own salvation.

I am not sure when the first State Convention was called. There was very little in print in the English Language on Weights and Measures. The Scale Journal was not in existence with its fund of information. That admirable instructor, the U. S. Bureau of Standards, was struggling to justify its existence. The National Scale Men's Ass'n, which is a worthy school to those who will use it, was not in existence.

Scales were given very inadequate tests, which can be illustrated by the test of a Wagon Scale with a single 50 lb. weight. Picture, if you will, a Wagon Scale with a capacity of 10,000 lbs. or 12,000 lbs., a beam with a minimum graduation of 5 lbs., and an SR of say, 10 lbs. To the ordinary user the scale is in balance whenever the beam vibrates in its trig loop, so that an error of 2 lbs. or 3 lbs. in the indication of a 50 lb. load is not visible. This is a 4% to 6% error. It seems ridiculous in the light of present information to reason that just because a big scale appears to weigh a 50 lb. load correctly it must weigh a load of 8,000 or 10,000 lbs. correctly.

It is quite natural that scales in use at that time were characteristic of the general knowledge of the subject. If something was to be weighed the general practice was to buy a scale. Very little thought was given to what was under the platform so long as the general outline looked like a scale. Price was the controlling feature. The manufacturer who had ideals and knew the importance of high class construction of scales was seriously handicapped by manufacturers of cheaper scales, who took advantage of the psychology of the situation. They knew that the purchaser did not appreciate the difference in construction and there was no neutral agent such as our inspectors to whom he could turn. The manufacturer with high ideals was forced to use lower cost methods than his ideals would dictate.

Scales were therefore manufactured principally in the foundry and blacksmith shop. Moulds for the levers were made, the pivots placed in them and the iron poured in so that the pivots were cast in place. Levers that are cast from the same pattern are not necessarily alike. Even if poured from the same heat of iron they are not necessarily alike, because the shrinkage in cooling will differ, due to differences in temperature of the iron when poured in the different moulds. This irregular shrinkage causes the distance between the pivots to vary. The pivots are then driven out of the castings and ground to an edge and to true distance or gauge, with the result that the knife edge might or might not be on the center line of the pivot steel. More often it is not.

Low prices quoted forbid the manufacturer from scrapping the casting and starting over. It had to be fixed up in some manner and sent out. Often the bearings were merely chilled cast iron instead of tempered steel. The result was that the scale coincided with the general scale knowledge and requirements.

After passing the mile post there came a neutral agency into the field. Sealers began holding annual conferences in Washington with attendance of several hundred in place of the original six. Local sealers began holding State Conferences. Interested scale men began to organize and hold conferences. They profited by the experience of others and formulated rules and methods of testing scales. Application of the rules in testing brought the user of the scale to a realization that his scales were not as good as they ought to be. In his next purchase of scales he was more specific in stating what was wanted so that price began to lose its importance as a controlling factor. Quality instead of being a general term began to be defined in specific terms. Steel bearings were required. Greater accuracy in dimensions of parts was required, such as height of stands; location of the pivots in the lever; adjustable connections instead of welded links, so that levers could be set level and connec-

tions plumb. Foundry and blacksmith tolerances on dimensions were no longer acceptable. Without saying it in these words machine shop tolerances were required by the careful buyer.

The scale inspector was no longer content to crawl through mud on his hands and knees to do his work. He preferred to walk on a clean floor. By giving him a clean floor and plenty of room to work he does his work better. He makes better installations. He can give the scale the attention required, which results in better maintenance with greater accuracy and longer life for the scale.

These changes in the knowledge of the subject on the part of the buying public leading to the stricter requirements, are of great importance to the manufacturer who has ideals. He knows that knife edges ought to be on the center line of the pivot steel; that like parts of the scale ought to be interchangeable; that ample working clearances ought to be provided; that there ought to be enough metal in the levers to keep them from bending; that bearings ought to be made of hardened smooth steel; and a hundred and one other things that were retarded by cheap competition. As the buying public comes to realize the importance of these features and insists on them the manufacturer is in a position to revamp his factory and manufacturing methods to realize his ideals.

Scales that are designed for foundry and blacksmith operations do not yield readily to machine shop operations. It is not possible to take a pattern for a lever designed for the pivots to be cast in place, and cast the lever blank and then put it in the machine shop and fit pivots into it. If the pivots must be fitted into machined ways the design must be such that machine tools can get at it. The old patterns are no longer of any use except for making repair parts. They must be put in storage and kept in good condition for that purpose only.

Great plan and engineering expense must be incurred. New patterns, new shop details and blue prints, new route lists of material through the factory, must all be made. New planers, drill presses, broaching machines, milling machines, grinding machines, etc., must be purchased and installed, thus increasing greatly the capital invested. Rent on space occupied by the machinery, cost of power to run the machines, wages of skilled mechanics to operate them, depreciation due to wear and interest on the invested capital are all items of expense not present in scales manufactured entirely in the foundry and blacksmith shop. These items must all be absorbed in the price of the finished article.

There is a saving feature, however, from an exorbitant price, if the volume of product is sufficient to allow him to operate all of the machinery all of the time. This is illustrated in the manufacture of Fairbanks 500 lb. and 1,000 lb. Portable Scales. By the expenditure of a considerable sum for special machinery and suitable changes in design to adapt the scale to machine processes, so much lost motion was taken out of factory operations that twelve trained men can now produce twice as many scales as were formerly produced by forty-two men. They can set up a scale, seal it, test and box it for shipment in less time than is ordinarily taken in your repair shops to knock down an old scale for repairs.

I do not have detail figures on the cost of machinery, but in a general way when the manufacture of the Fairbanks Type "S" Track Scale was decided upon the factory purchased machine tools best adapted for accuracy and economy. According to the records they spent on machine tools and equipment very close to \$125,000.00. The most important tools that they purchased were a big Ingersoll-Rand milling machine for machining extension levers; a La Pointe broach for broaching pivot ways in levers; a Millard drill press for boring work and a Blanchard grinder with magnetic chuck for grinding pivots to size.

In machining the long extension levers they are first mounted in a fixture which is then set on the milling machine table. The ways are milled for the nose iron contact and the grooves for nose iron guides are cut at one setting. This insures that these surfaces on both ends of the lever are in the same plane. After finishing these surfaces the fixture with the lever in it is taken from the milling machine table and set in the broaching machine for cutting the pivot ways. We are therefore assured that the plane through the center of the pivot steel is at right angles to the plane of the nose iron surfaces. The pivots are ground to true size for the pivot ways with knife edges on the center line of the pivot steel.

Track Scale machinery alone, however, repre-

sents only a small portion of special machinery in use. For example: among the factory equipment is a machine for cutting the racks and pinions used in dials. This machine is the same one used in cutting the fine wheels in Waltham watch. It is operated by a tool maker. It will cut all the pinions in a few days that can be used for new dials or repair in a year. The remainder of the time this machine is idle. It uses no power or men's time when idle but rent on its floor space and interest on the investment continues.

A multiple drill press drills all the holes in portable scale frame at one operation. The advantage gained by this is that all the frames are exactly alike, which cannot be said of hand made articles. The time has passed in efficient scale production for a single workman to assemble a lot of parts and by a 1 and try method to produce an accurate scale. For after he has produced it and then another the parts that go to make up the two scales will not be alike and interchangeable. Modern factory methods call for complete drawings with all dimensions for each individual part prepared in the engineering department. It then the function of the planing department to decide how the parts will move through the factory from rough stock, what machines will perform work on them, where the parts will be assembled into a complete scale, adjusted and tested, knocked down and packed for shipment. Very little is left to the judgment of the individual workman as to when a part is good enough. The parts must be made to dimension given on the drawings. These are checked by a corps of high grade mechanics in the inspection department and parts off dimensions are thrown out.

It is fairly easy to write specifications for a class of scales or to call for special features or regular modifications. The manufacturer may appear reluctant to make changes, but if so it is because he is in a position to know what expensive changes are going to be required in his factory equipment and manufacturing operations.

MEXICAN WHEAT growers in the State of Jalisco recently petitioned the Government to increase duty on wheat, says H. Bentley MacKenzie, Ass't Trade Commissioner at Mexico City. They claim wheat from Canada is likely to be shipped to Mexico in increasing quantities because of the high import tariff of the United States, and Mexican growers will suffer greatly from the competition.

Exterminating the Rats of Illinois.

Rats make so much trouble and expense for country elevator men the wonder is everyone does not keep ferrets. J. W. Huntington, who travels Illinois for the Grain Dealers National Mutual Fire Ins. Co., writes of a recent experience which give hope for relief to every rat infested elevator owner. He says:

"Had a lot of fun today. We have a Pieper in Illinois, who travels about the country killing rats. I had heard of him before, but had never met him until I got to Lake City. He had taken the contract to clean up the town. He has eight fox terrier dogs and three ferrets. He had killed nearly 250 rats a day for the past four days. This in a town of about 150 inhabitants. Nearly a hundred rats were taken from a building about 12 by 14 feet.

"Mr. J. C. Knight, of Weldon, Ill., is the 'ratter' and his price for cleaning up an elevator is \$10 and work guaranteed. He is the superintendent of schools in Weldon, and does this work during the summer. He does not work after August 15th. Believe me, when the ferrets start to work the rats leave, and then the terriers do their stuff. They are not particular as to what comes out, they had a skunk, a weasel, two rabbits and a cat to their credit besides about 600 rats, when I arrived. The smallest dog of the lot, not as large as a house cat, got into a hole and dragged out the skunk, and the elevator man said the rest go on wherever they could get a hold and shook until there was nothing left to shake.

"This fellow has cleaned up a number of elevators in central Illinois and his work is thorough. Rats simply will not stay where they can smell a ferret, and will not go back into a building for weeks after a ferret has been in their runways."

Sale of Farmers Terminal Elevator Site at Sioux City.

BY L. J. JELISON.

The last chapter is being written to still another of Sioux City's illfounded war time boom enterprises.

In 1919 several Sioux City promoters had a vision of a giant elevator on the banks of the Big Sioux river, an elevator which would hold 1,000,000 bushels of grain and which would bring in riches to those fortunate enough to be "in on the ground floor."

Today, the construction gang of the Sioux City Gas and Electric Co. is tearing down the uncompleted structure, which has stood as a sad memorial to the unfounded hopes of its promoters, in order to make way for a greater and more substantial enterprise, the new \$3,-500,000 power plant of the public utility company.

The estimated cost of the building was to be \$450,000. Located as it was on the banks of the Big Sioux river, with ample trackage facilities on the Milwaukee railroad the site was ideal for an elevator.

On Nov. 12, 1912, the Company made application and was accepted as a member of the Sioux City Grain Exchange. Work was started on the elevator early in the fall of 1919 before the membership in the exchange was obtained.

Nearly \$200,000 had been paid for the site and for the work of construction on the elevator in March, 1920, when the funds ran out and the workmen quit, leaving the scaffolding standing.

The walls had reached a point 18 feet above the foundation when the funds ran out. Early in the summer, C. P. Downing was appointed receiver for the concern, serving for about six months. The affairs of the defunct corporation are now handled by G. H. Bilven.

All Because of a "Maharg" Spout.

The advice of the Royal Grain Inquiry Commission, in the interim report presented to the house, goes a good deal farther than might have been expected in a report said to be confined to the Vancouver situation. It adds to the recommendation that the Vancouver elevator be taken away from the Vancouver harbor commission and vested in the crown, the proposal that all the other government and government-financed elevators should be also placed under a separate commissioner or board, distinct from the board of grain commissioners.

On the surface and theoretically the proposal may have much to recommend it. That the board which is charged with the duty of regulating the grain trade and elevator companies should itself be in the elevator business may look strange, and might be supposed to lead to the board bestowing certain favors upon its own elevators which were denied to these owned by companies.

At present the management of terminal elevators is the least of the worries of the board of grain commissioners, and the government houses are under the same regulations as all other houses with a few exceptions that arise from their governmental status. Being the property of the government, they do not take out a license, as is the case with other elevators, nor are they bonded.

"Divorced entirely from the board of grain commissioners," as the inquiry commission recommends, the government terminals might lose some of the usefulness that they were originally designed to fulfill. They were intended to be, in a measure, demonstration houses, and not to be run expressly for the purpose of making money. The board of grain commissioners, when these houses are under its jurisdiction, can make experiments in methods of dealing with dockage which could not be made in a privately-owned house, but which might prove of value in guiding the

board when imposing regulations in the future.

The recommendation that the Vancouver elevator, which has been the storm center of so much discussion during the sessions, with its "Maharg" spout, should be taken back by the government was to be expected by any one who followed the proceedings.—*Ft. William Times-Journal*.

Reduced Fees for Federal Appeals.

Grain dealers everywhere will be pleased with Amendment No. 7 to the Regulations under the United States grain standards Act. This amendment, signed July 14 by the Acting Secretary of Agriculture, reduces the Federal appeal fee for grain in carload lots from \$2.00 to \$1.50, effective Aug. 1, 1924. The amendment follows:

AMENDMENT NO. 7 TO CIRCULAR NO. 70, REVISED.

By virtue of the authority vested in the Secretary of Agriculture by the United States grain standards Act of August 11, 1916 (39 United States Statutes at Large, p. 482), I, Henry C. Wallace, Secretary of Agriculture, do make, prescribe, publish, and give public notice of the following amendment to the regulations of the Secretary of Agriculture, dated July 30, 1920, as revised, under said Act, said amendment to be effective August 1, 1924.

In regulation 6, section 1, amend the first and second paragraphs to read:

Regulation 6. Department Charges and Fees.

Section 1. Fees.—The minimum fee in an appeal or a dispute shall be \$1 if it involves the grade of grain in a wagon or in a lot of 25 sacks or less. In any other appeal or dispute the minimum fee shall be \$1.50.

When the total fee in any appeal or dispute at the rates specified below in this section would amount to more than the minimum, the fee in the appeal or dispute shall be fixed as follows:

(a) For bulk or sacked grain in carload lots, \$1.50 per car.

(b) For bulk or sacked grain in wagon lots, \$1 per wagon.

(c) For bulk or sacked grain in other than in carload or wagon lots, \$0.50 per 1,000 bushels or fraction thereof, except as provided in the first sentence of this section.

In regulation 6, section 3, amend the first and second sentences of the second paragraph to read:

The minimum deposit, in each appeal or dispute, shall, in case of grain in a wagon or in a lot of 25 sacks or less, be \$1, and in all other cases, \$1.50. When the total in any appeal or dispute at the rates specified in section 1 of this regulation would amount to more than the minimum of \$1 or \$1.50, as the case may be, the deposit shall be at said rates.

Westphalia, Ind., Has New Elevator.

A new 6-inch walled, concrete elevator of 10,000 bus. capacity, belonging to Roy Clodfelder, owner of the Wabash Grain Co., has been built on deeded land along a private switch of the P. C. C. & St. L. railroad, at Westphalia, Ind., to serve a portion of the Medley Marsh and Paw Paw Bend district.

Even the roof of the 4-compartment structure is of monolithic concrete. Of the compartments 3 are used for grain and 1 for elevating machinery and man-lift.

The tank is 80 ft. high and 20 ft. in diameter. Its grain bins are 48½ ft. deep. An 8-ft. basement adds room for a Fairbanks-Morse 25 h.p. "Y" oil engine, a Western corn-sheller and elevator boot.

At the top of the tank is the workhouse with its 19-ft. ceiling, which houses a Western Cleaner, with capacity for 1,000 bus. per hour, and a 4-bu. Richardson Automatic Scale.

The illustration herewith shows the relation of the tank to the brick office which houses a 10-ton Fairbanks truck scale. Grain can be elevated at the rate of 1,000 bus. per hour. The plant is expected to handle 100,000 bus. of grain annually.

Roy Clodfelder, the owner, is 35 years old and has been in the grain business all his life.



Wabash Grain Co.'s Concrete Elevator at Westphalia, Ind.

Installation and Maintenance of Scales

Address by A. F. HAINLEN before National Scale Men's Ass'n

Much has been said, and almost as much written, with reference to the necessity of proper installation of scales, and the care that should be given to them after they are installed. Nothing I might say will add to the knowledge of the engineering world on these questions, but from the view of the scale inspector there seems to be just a few points where there is either a lack of specific requirement or a lack of general understanding as to the importance of proper installation and maintenance.

To secure accurate weighing results four things are necessary:

First, a good scale of the type and capacity suitable for the service required.

Second, a foundation and installation that is substantial and this includes a reasonable degree of permanency.

Third, care and prompt attention to faults that may develop with use or abuse.

Fourth, intelligent and careful usage.

If any one of these factors is neglected, the result desired will not be attained.

A poor scale on a good foundation is superior in most instances to a good scale on a poor foundation. Experience further leads us to know that proper installation is becoming recognized as the first essential of correct weighing, but there is still room for improvement. It is not at all uncommon to find owners who recognize the need of modern scales of a much higher capacity than those which were suitable in past years. False economy never had a better illustration than the grain dealer who attempted to save part of the increased cost by cheapening the installation.

Users are not altogether at fault. Part of the blame must rest on those to whom the user's look for guidance in the matter of scale installation. The specifications adopted by the Railroad and Warehouse Commission in this, and I believe most other states, provide that the foundation of all built-in scales must be firm and substantial. This is very good so far as it goes, but the question in the mind of every inspector is whether or not it is definite enough. No doubt there is a wide opportunity for an honest difference of opinion as to what constitutes "firm and substantial."

There are difficulties in the formation of specific requirements covering scales of various capacities, for width and depth of foundation wall, for clearance between the levers and floor of the pit, for provision for entering the pit, for cleaning and inspection, for prevention of the accumulation of water and dirt, and for all the other factors that may enter into the question of proper installation. The fact remains that without precise and definite regulation of these questions, the inspectors are handicapped as well as the owners, by having to rely on their own individual judgment.

The matter of protective housing is another point which appears to be neglected. All have experienced days in this Western country when it has been impossible to test scales because of high winds, to which the devices are too often entirely exposed. The users of these scales cannot wait for calm days in which to do their weighing, so there must be a resulting loss of accuracy. This is especially true in the case of stock scales which are additionally handicapped by the retaining fence built on the platform of the scale. In many cases the cost of scale housing would, in the protection afforded the scale and the accuracy gained in weighing results, pay for itself many times during the life of the scale proper. It would be difficult to classify scale installations so that housings could be required where it was most essential. It is impossible that through the influence of

those who are working disinterestedly, for better weighing results, a large proportion of the scale users have voluntarily done such things as are necessary to their best interests.

Proper installation of motor truck scales tends to reduce the time and labor necessary for maintenance, first because the scale properly installed needs much less care than otherwise, and second because in a proper installation provision is made for giving care required. No inspector, however low he may be classed at times, cares to crawl into a dirty, slimy pit where there is just room for a starved rat to move around, and it seems only reasonable to assume that if the owner of the scale has such a small interest in his property as to permit such a condition the inspector would hardly be expected to exert himself to remedy it.

Such a condition is extreme, but it is not uncommon and without detracting from the credit due the considerable percentage of owners and users who take care of their scales. There is still too large a portion who consider that a scale is some mysterious device which in spite of all the laws of physics must function unaffected by wear or rust, by decay or dirt. This class are the first to criticize whoever dares to attempt to change this cherished notion, and to resent the failure of an inspector to correct in a few minutes the faults due to years of neglect.

Scales are simply machines constructed to function so as to indicate through a system of levers or a combination of levers and other mechanism, the weight of whatever is placed on the scale platform. No machine yet made has ever functioned without a constant change in the parts and this change is in direct proportion to the attention given. Cleanliness and protection from rust are the two important factors in scale maintenance. No one can specify how often a scale should be looked over, as the conditions under which it operates must regulate the amount of attention required. However, it should be looked over often enough to insure its being kept clean and free from rust.

The purpose of scale inspection primarily is to see that scales used commercially are accurate within reasonable limits. It is immaterial to the inspector whether or not a particular scale is correct or incorrect. It can be said, however, that the inspector counts his day well spent when he finds a large percentage of the equipment he tests showing the result of proper care. No service rendered by the state is more impersonal in character than the service of Scale and Measure Inspection, and for that reason we are advocating a degree of care in the installation and maintenance which will make our work so unnecessary that it may be done away with.

High Protein in Wheat Desirable.

"The percentage and quality of protein is having more and more effect on the market price of wheat," says H. M. Bainer, director of The Southwestern Wheat Improvement Ass'n. Continuing, he says, "Millers and grain dealers are paying a liberal premium for high protein wheat, especially when they know that the protein is of good quality. The wide margin in price often paid at the same market on the same day for different lots of wheat of the same grade is almost always due to the difference in protein."

"The country grain buyer cannot determine the protein content in wheat; the work is too intricate and special chemical equipment is necessary. The only way the wheat grower or grain buyer can determine the percentage of protein is by sending a small, composite sample

to the State Grain Laboratory or to a cereal chemist for analysis. Protein may run as low as 8 per cent and as high as 18 per cent, but 12 per cent is a high average.

"Climatic and soil conditions have almost everything to do with the amount and quality of protein. Low protein is caused by wet seasons, sandy soils, lack of nitrogen in the soil and late preparation of the seedbed. On the other hand, high protein is caused by dry seasons, fine upland soil, plenty of nitrogen in the soil and early preparation of the seedbed."

"The most generally practical way to insure an adequate supply of nitrogen is to grow wheat in rotation with legumes, such as alfalfa and sweet clover, and prepare the ground early. A top dressing of barnyard manure will help and in most cases will also increase the yield, if applied judiciously and not too much at a time."

Root-Growth in Corn.

In experimental investigation on roots, in the department of Ecology and Phytogeography of the Carnegie Institution of Washington, W. A. Cannon found the amount of oxygen in the soil atmosphere a factor in the rate of growth of roots.

The most favorable temperature for growth of the shoot of Golden Bantam corn is 33.7° and the maximum temperature is 46.5° C. The elemental growth temperatures of the root of the species used were not determined. However, it is apparent that where soil atmosphere is deficient in oxygen, altho containing a relatively good supply, the maximum and most favorable temperatures for growth are both much lower than when the supply of oxygen is normal.

The Effect of Legislative Tax Efforts.

The attempt at taxation of the undistributed profits of corporations on the part of the 68th Congress was in the nature of an effort to plug up a large leak in the tax dike. The effort will be renewed in the closing session of the same Congress this fall, unless the country makes its opposition to such gestures very emphatic in the elections. But if the attempt at the taxation of undistributed profits should succeed, the result will be more harmful than beneficial, and other means of escape from taxation will be found. Such a means, one that closely resembles non-dividend paying corporations, is already in use—investment in lands which are bound to increase in value. This method of sinking taxable funds for the duration of the tax war on rich men, offers Congress another knotty problem to chew over. But it will give thoughtful men who are concerned with the welfare of the country even more to worry about.

Our economic system has already begun to show the first signs of fatal hardening of the arteries. The barriers and restrictions set up and imposed by taxation are forcing accumulations into recesses and pockets from which they are not soon coming forth. Not only are we suffering from poor circulation of accumulated wealth, but we also suffer by reason of the obstructions which such accumulations place in the path of new enterprises which do not labor under the handicap of confiscatory taxation. Men who have sunk their accumulations in land for the purpose of defeating the tax collector will not sell their holdings until they can do so without surrendering the bulk of their profits to the Government. In the meantime, the value of their holdings goes on increasing and they lose nothing, but if one of these holdings stands in the way of new development, the community loses a great deal.

Why do land values stay high, especially in the cities and towns? For the simple reason that nobody who has a large profit is willing to sell. As between allowing profits to remain in corporation treasuries and evasion of taxes through investment in land accretions, there can be no question about which is preferable from the standpoint of the general welfare.—*American Exchange National Bank.*

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

CALIFORNIA

Woodland, Cal.—T. J. Farrell has been appointed local representative of the grain firm of Buernsey Ames of San Francisco.

Los Angeles, Cal.—The plant of the Nichols Grain & Milling Co. burned July 10. It is said that the fire was started by incendiaries.

Modesto, Cal.—I am no longer connected with A. B. Shoemaker Co., but am now a member of the firm Stanley & Kirkman, dealers in grain, beans, hay, corn and feeds.—C. J. Stanley.

El Monte, Cal.—The C. C. Stafford Milling & Warehouse Corporation will build a fire-proof warehouse. The business was recently incorporated for \$50,000 and is operated separately from the C. C. Stafford hay and grain business, altho both are owned and controlled by Mr. Stafford.

Los Angeles, Cal.—The West Coast Grain Co. has recently completed negotiation for a factory site near the Reo Motor Co. Its present quarters proving too small to handle the increasing business has made the move necessary. The new factory will be built of standard mill construction with ventilating steel sash and art stone trimming. It will be raised to carfloor level and will have a large loading platform on the spur tracks of the Los Angeles Junction Railway. The company, which distributes to the entire state, was organized in March, 1920. Robert Robey is pres. and C. E. Wilson is sec'y-treas. The company has specialized in poultry and stock feeds, but as soon as it is installed in the new plant it will do custom milling and also mill copra and linseed cake.—H. J. A.

CANADA

Winnipeg, Man.—The Success Grain Co., Ltd., has been incorporated.

Leduc, Sask.—The Canadian Pacific Railroad Co.'s elvtr. is being rebuilt.

Montreal, Que.—The Canadian Grain Exchange, Ltd., recently incorporated; capital stock, \$50,000.

Roleau, Sask.—The elvtrs. of the Malden Elvtr. Co. burned recently. The company will start building soon.

Toronto, Ont.—The Ft. Wilson Grain & Produce Co., Ltd., has been incorporated to buy and sell grain; capital stock, \$40,000.

Point Edward, Ont.—It is reported that the proposed elvtr. will be built here. Plans have been held up for some time. The general estimate filed at Ottawa recently includes \$30,000 to be spent for dredging and deepening the harbor here.

Winnipeg, Man.—In the suit against Davidson & Smith, reported in this column June 10, the Court of Kings Bench on July 21 decided in favor of the N. Bawlf Grain Co., claiming \$6,468 damages for the delivery of inferior heat into a boat on certificates calling for 30,000 bus. No. 1 Northern. Davidson & Smith put in no defense.

Prince Rupert, B. C.—The Prince Rupert Grain & Elvtr. Syndicate, Ltd., has been organized in London, Eng., to take over the site on the harbor of Prince Rupert and to build a grain elvtr., with all usual wharves, jetties, piers, docks, railroads, mills and other buildings for providing delivery and shipment of grain and other products. Nominal capital, \$5,000 in 50,000 shares of 1 s. each.

COLORADO

Sterling, Colo.—The Denver Elvtr. has installed a Kewanee All Steel Truck Lift in its elvtr. here.

Paoli, Colo.—I. J. Taylor's elvtr. is nearly ready to receive grain. The elvtr. is up-to-date, cribbed, and was built by the W. H. Cramer Construction Co.

Strasburg, Colo.—We anticipate building a medium sized elvtr. in the near future. We will buy grain and beans in season. Our officers are L. R. Willits, pres. and A. O. Calhoun, sec'y.—Strasburg Co-op. Co.

Longmont, Colo.—The Farmers Union Co-op. Elvtr. & Supply Co., which has been in the hands of a receiver for a few weeks, was recently purchased by M. D. Coffin, U. S. G. Bowersox and Chas. A. Miller.

Genoa, Colo.—The Robinson Wyatt Grain Co. recently let a contract to the Star Engineering Co. for an 18,000-bu. studded, iron clad house. It is to be equipped with an engine, truck dump, automatic scale, high capacity elvtr. leg and will be up-to-date.

IDAHO

Blackfoot, Ida.—The Midland Elvtrs. have installed Kewanee All Steel Truck Lifts at their plants here and at Ucon and Firth.

Lapwai, Ida.—The Pacific Coast Elvtr. Co. will take over the warehouse here, which was operated for some time by Peter Muench.

Caldwell, Ida.—Fred L. Lilly recently bot the 50-bbl. flour mill and 25,000-bu. elvtr. owned by the Wilder Equity and will operate it under the name of Wilder Flour Mills.

Sweetwater, Ida.—The warehouse of the Pacific Coast Elvtr. Co. at Tammany will be moved here and rebuilt. The house is 40x200 ft. and has a capacity of 65,000 sacks.

Lewiston, Ida.—The Pacific Coast Elvtr. Co. has re-established offices here, after having been away for two years, and, it is said, will be re-engaged in warehousing grain. Peter Muench is to represent the company in this district and will have charge of the warehouses. The company's warehouses at Olson and Tammany are being dismantled and the warehouse at Olson is to be moved and re-erected here.

ILLINOIS

La Fayette, Ill.—The plant of the Farmers Elvtr. Co. has been repainted.

Bellflower, Ill.—The office building of Clarence W. Johnson & Co. burned July 5.

Rochester, Ill.—Edwin Chard will be mgr. of our elvtr. here—Fernandes Grain Co.

Breckenridge, Ill.—Henry Zinn will be mgr. of our elvtr. here—Fernandes Grain Co.

Walshville, Ill.—The plant of the Walshville Grain & Live Stock Co. will be enlarged.

Berry, Ill.—We have not decided on a mgr. for our plant here.—Fernandes Grain Co.

Tolono, Ill.—J. A. Creamer's elvtr., which was recently reported sold, is now bankrupt.

Ogden, Ill.—The J. S. Coon Grain Co. closed out its business here about three months ago.

Jenkins (Clinton p. o.), Ill.—Nolan E. Gentry has been appointed mgr. of the Kenney Elvtr. Co.'s elvtr. here and has assumed his duties.

Erie, Ill.—A. D. McNeill has succeeded J. H. McNeill as dealer in coal, grain and grass seed.

Longpoint, Ill.—John N. Balbach is now mgr. of the elvtr. owned by his brother, Paul Balbach of Pontiac.

Radford, Ill.—The storeroom adjoining the office of Radford Grain Co. was slightly damaged by fire July 4.

Meredosia, Ill.—The Meredosia Farmers Grain Co. closed its plant for several days on account of repairs.

Fullerton (Farmer City p. o.) Ill.—I am local mgr. for Scholer & Gring here.—J. W. Turner, Farmer City, Ill.

Petersburg, Ill.—Ben T. Axford has leased the Junction Grain Co.'s elvtr. here and will operate it this summer.

Mason City, Ill.—The Farmers Grain & Coal Co. has installed a McMillin Wagon and Truck Dump with 26 ft. extension.

Steeleville, Ill.—We expect to have our 100,000-bu. capacity plant here completed by the last of August.—Gilster Milling Co.

Strasburg, Ill.—We are not in the elvtr. business now, but may be in the future, not knowing how soon.—Strasburg Equity.

Weston, Ill.—We recently installed a new 20 h. p. Fairbanks "Y" Oil Engine to run our elvtr.—Weston Grain Co. Co-op.

Tuscola, Ill.—W. E. Orndorff of Mattoon recently bot the interests of his partner, Wilbur F. Goodspeed, in the Tuscola Grain Co.

Springfield, Ill.—The Joe Schafer Mill & Elvtr. Co. is installing a McMillin Wagon and Truck Dump to accommodate two doors.

Clinton, Ill.—The DeWitt County Co-op. Grain Co. is adding a new roof, dumps and spouting and will make other improvements.

Havana, Ill.—The Havana Co-op. Grain Co. will build a 30,000-bu. elvtr. on the site which it bot some time ago. The contract is to be let soon.

Atkinson, Ill.—Andrew Allen has succeeded Milton Booth as mgr. of the Farmers Co-op. Elvtr. Co. here. Mr. Booth has accepted a position at Princeton.

Maey's Station (Maeystown p. o.) Ill.—Geo. Pape, an elvtr. employe for the Nanson Commission Co., recently had an artery on his left hand severed caused by a loose belt hook.

Rugby (Pontiac p. o.) Ill.—The Pontiac Farmers Grain Co.'s elvtr. is progressing rapidly and is to be completed by August 15. Geo. Saathoff of Peoria is doing the work.

Galesburg, Ill.—The basement of the Consumers Fuel & Feed Co.'s plant was recently flooded and 2,000 bus. of grain were damaged. The Chambers & McConnell Milling Co. sustained a loss also.

Omaha, Ill.—Meyer & Meyer has been incorporated with a capital stock of \$10,000 to buy and sell grain and seeds. The incorporators are Fred Meyer, H. J. Meyer and Rebecca and Mollie Meyer.

Griswold (Cullom p. o.), Ill.—The elvtr. here, owned and operated for several years by the Rogers Grain Co. of Chicago, was purchased by the Griswold Farmers Grain Co. and possession has been given. The deal was made thru James M. Maguire.

Stockland, Ill.—The Farmers Grain & Lumber Co., which has recently been formed here, is a consolidation of the firms of Lockhart & Chancellor and J. Sumner & Sons. The company has been incorporated under the above title. Capital stock \$50,000. A. T. Summer is pres. and F. M. Chancellor is sec'y.

Piper City, Ill.—B. W. Cunningham of Hinckley recently purchased the grain and coal business of the Montelius Grain Co. The extensive private interests of J. K. Montelius and the continued ill health of L. J. Sowers, the other member of the firm, are given as the reasons for selling. Mr. Cunningham was formerly mgr. of the Hinckley Grain Co.'s elvtr. at Hinckley.

Chillicothe, Ill.—The Midwest Grain Products Co., Inc., an eastern alcohol solvents firm, will build a large manufacturing plant here, which, it is said, will cost about \$1,000,000. Work is to start in 30 days. It is to be erected on a site bot by a group of citizens as an inducement to secure the location of a factory here. The plant is to be erected on the unit system.

CHICAGO NOTES.

E. W. Wagner is now associated with F. S. Lewis & Co.

A. O. Mason, head of the Washburn-Crosby wheat department, has posted his membership in the Board of Trade for transfer. Mr. Mason joined in 1880. He is going to Europe.

On Aug. 1 the Rialto Elvtr. Co., a new corporation formed of Nebraska interests, will take charge of the brick, 1,500,000-bu. Wabash R. R. Elvtr., formerly leased by the Edw. R. Bacon Grain Co., and operate it as a public elvtr. The personnel will remain the same as under the former lessee.

INDIANA

Troy, Ind.—Peter Backer & Son's elvtr. was reopened by J. G. Feulner on July 14.

Monticello, Ind.—The Farmers Elvtr. Co. has installed a McMillin Wagon and Truck Dump.

Bippus, Ind.—Frank Vickery, who has been in charge of the Mayer Grain Co.'s elvtr., has gone to Lapel, Ind.

Terre Haute, Ind.—It is said that the Sparks Milling Co. will become a branch of the W. K. Kellogg Co. of Battle Creek, Mich.

Arcadia, Ind.—I have taken over the Farmers Co-op. Co.'s elvtr. here, and will repair it generally, put on new steel siding and paint.—J. G. Winders.

Valparaiso, Ind.—B. H. Wood, who has been associated with the McMahon-Wood Co., is establishing a milling firm under the name of Wood & Son.

Lapel, Ind.—Frank Vickery will have charge of the Lapel Lumber & Grain Co.'s elvtr. here. He was formerly in charge of the Mayer Grain Co.'s elvtr. at Bippus.

Rolling Prairie, Ind.—The Rolling Prairie Grain Co. has been incorporated; capital stock, \$20,000; directors, Chas. F. Pears, Walter J. East and Harold C. Wolcott.

Galveston, Ind.—We are going to install a feed grinder of large capacity at our elvtr. here immediately after the harvest.—Urmston Grain & Seed Co., Kokomo, Ind.

Shelbyville, Ind.—It was erroneously reported that Dittimum & Sons and W. S. Snyder bot the two elvtrs. formerly owned by the American Hominy Co. Elvtr. "B" was purchased by the Beck Grain & Feed Co.

Camden, Ind.—The Camden Elvtr. Co. has been incorporated; capital stock, \$25,000; directors, Wm. Clements, Robt. W. Cassell and Albert M. Bristol. The company will conduct a general grain and real estate business.

Cambridge City, Ind.—Floyd Kirklin and Lawrence Clark, proprietors of the Rush County Mills, recently bot the Creitz flour mill from Wm. Creitz. Mr. Clark will operate the mill here and Mr. Kirklin will be in charge of the mills at Rushville.

Indianapolis, Ind.—J. P. Lackey of Cincinnati, O., is mgr. of the Indiana wheat pool. He has been in the grain business for 12 years in Nashville and Knoxville, Tenn., and for the past two and one-half years has been handling the buying and selling of grain for Early & Daniels of Cincinnati.

Indianapolis, Ind.—The following have recently joined the Indiana Grain Dealers' Ass'n: T. A. Pass of Sellersburg, Lake & Reagan Grain Co. of Frankfort, Smith & Ackels of Hobbs, L. Brooks & Son of New Lebanon, J. P. Rauschart of Kokomo and the Walton Elvtr. Co. of Walton.

Westphalia, Ind.—Our new elvtr. here is of single tank construction and is owned by the Wabash Grain Co. Roy Clodfelder, who owns the Wabash Grain Co., has spent most of his life in the grain business. The headquarters of the company are at Oaktown. Westphalia is a hub city of farmers from Paw Paw Bend and Medley Marsh.—Wabash Grain Co.

Witt Station (Kitchel p. o.), Ind.—A. N. Hudson of Kitchel and Frank Demoret of Bath recently bot the grain elvtr. here. Mr. Hudson owns the elvtr. at Kitchel and Mr. Demoret is in the grain business at Bath. This elvtr. was formerly owned by the Farmers National Grain Ass'n and later bot by R. A. Campbell of Richmond, thru the Dickinson Trust Co.

Indianapolis, Ind.—At the regular monthly meeting of the Board of Trade, Samuel A. Holder was renamed as chief grain inspector for the ensuing 12 months, and L. E. Banta was renamed traffic mgr. The following have been named on the grain com'te: E. C. Barrett, chairman, Harry J. Berry, H. H. Bingham, Bert A. Boyd, H. E. Kinney, Walter E. Rich, E. K. Shepperd, Frank A. Witt and E. E. Woodward.

Wakarusa, Ind.—We have not dismantled our flour machinery yet, but intend doing so some time in the future. We are installing a new corn sheller 175/200-bu. capacity, a new corn crusher for use in grinding thru attrition feed mill and enlarging our elvtr. capacity from the attrition feed mill. Our intentions are to install a larger attrition feed mill in the future and we are getting larger capacity machinery now, with this in view.—Wakarusa Milling Co.

Indiana sowing dates for winter wheat and similar crops to avoid the ravages of the Hessian fly, begin with Sept. 22 on the extreme northern border of the state and range down to Oct. 9, on the extreme southern border, on a map put out by the Purdue University Experiment Station, Lafayette, Ind., co-operating with the U. S. Department of Agriculture, Bureau of Entomology. It also advises growers to have a good seed bed, good seed, 200 pounds or more of high grade fertilizer and to sow their wheat in accordance with the dates shown on the map.

Morristown, Ind.—The two grain elvtrs. and feed mill, which have been owned and operated for the past five years by the Wolf Grain Co., were sold July 10 to Snider, Kinney & Mannon, owners of the Fountaintown elvtr. Plans are being made for extensive improvements which will include the installation of new machinery. The plant will be operated under the name of the Morristown Elvtr. Co. The Wolf Grain Co. will be disbanded and H. G. Wolf, senior member of the firm, will retire for an indefinite period. Claude Chisan of Delphi will manage the plant here.

Earl Park, Ind.—Lemuel Shipman, auditor appointed to audit the books of the defunct Richland Grain Co., recently made a report to the creditors. The report shows that the failure was due to speculating in grain futures, investing in high priced land just before the slump and poor business management. During the years 1917, 1918 and 1919 the profits were over \$62,000 and the company continued to make money the first few months of 1920; but the slump starting in the fall is said to have caught them loaded with futures and their losses were great. The present corporation was formed in 1921, and the report states that over \$11,000 was spent in trying to sell stock and not a share was sold. Total liabilities are listed at about \$130,000 and the actual assets do not exceed \$50,000 to \$75,000. In this case the creditors would receive about 50 cents on the dollar. At a recent meeting \$20,000 on hand was distributed at 10 cents on the dollar. Mr. Dinwiddie stated that the company owed a debt of \$3,500 to the Chicago brokers, and is said to have intimated that the money should not be paid out of the funds on hand. It is

said that Mr. Dinwiddie is looking for some competent grain man to take the place of J. R. Barr, who is managing the business under an order of the court.

IOWA

Hull, Ia.—Mr. Blankespoor recently sold his elvtr. here.

Alta, Ia.—The Farmers Elvtr. Co. is improving its coal bins.

Ottumwa, Ia.—The Hubbard Milling Co. elvtr. burned July 12. Loss, \$400.

Cameron, Ia.—It was erroneously stated that a Mr. Buck was mgr. of an elvtr. here.

Garden City, Ia.—The Farmers Elvtr. Co.'s elvtr. has been rebuilt and will be painted.

Wolsey, Ia.—The elvtr. of the Wolsey Equity Exchange is being repaired and repainted.

Whitten, Ia.—The D. G. Mabie Grain Co. is having a dump installed by the Younglove Construction Co.

Elliott, Ia.—R. C. Kipp recently installed new Fairbanks 10-ton Truck Scale and has repainted his elvtr., office and coal sheds.

Brooks, Ia.—Thieves recently broke into the Farmers Elvtr. Co.'s elvtr. and stole a crowbar, with which they broke into a store.

Calumet, Ia.—I have taken over the grain elvtr. here known as the Calumet Elvtr. Co. owned before 1920 by E. Mann.—John Mehrens.

Long Grove, Ia.—E. H. Auschutz recently bot the McCord Grain Co.'s supply of millfeeds, tankage and coal, and also its book accounts for \$1,969.93.

Ames, Ia.—Our general offices will be here, but our grain and manufacturing plant will be located at Ontario, Ia.—Ames Reliable Products Co.

Oakville, Ia.—The elvtr. of the Oakville Grain Co. was struck by lightning during the recent storm, but the heavy rainfall prevented it from burning.

Laurens, Ia.—M. M. Mendell, mgr. of C. C. Buck's elvtr., hurt his back while loading a car of grain and has been obliged to be home for nearly two weeks.

Fort Dodge, Ia.—All grain dealers are invited to attend a midsummer meeting at the Wahkonza Hotel here Aug. 6, called by the Western Grain Dealers Ass'n.

Greenfield, Ia.—Ole Olson, who was mgr. of the Farmers Co-op. Co. in 1921, has bot a site for a grist mill. The shop on the property will be converted into a mill.

Estherville, Ia.—The 35,000-bu. elvtr. owned by Greig & Son has been completed. The elvtr. was built by the Younglove Construction Co.

Little Cedar, Ia.—M. H. Barker has been appointed mgr. of the Little Cedar Grain & Coal Co. for the ensuing year. The company will make some improvements on its buildings.

Alvord, Ia.—The elvtr. of the Farmers Elvtr. Co. burned July 4, in the morning, together with a large quantity of corn and oats. Partly insured.

Edna, Ia.—The Quaker Oats Co. has installed a Kewanee All Steel Truck Lift in its elvtrs. here and at Badger, Watkins, Norway, Kamrar, Midland and Plessis.

Gilbert, Ia.—The Gilbert Grain Co. is adding a new boot, 14x7 ear corn cups, and a new drive. The work, including remodeling and repairing, is being done by the Younglove Construction Co.

Marshalltown, Ia.—Clark Kellogg has succeeded R. E. Disbrow as mgr. of the local branch office of Lamson Bros. & Co. Mr. Kellogg has been traveling for the company in northwestern Iowa. Mr. Disbrow has been transferred to the Cedar Rapids office, where he will be mgr.

Haverhill, Ia.—The board of directors of the Haverhill Co-op. Exchange recently rejected a bid of \$9,000 for the business, buildings and stock. The bid was made by Welch, Potash & Geser of Vancleve.

Davenport, Ia.—John L. Kellogg of Battle Creek, Mich., pres. of the Kellogg Co. bot the plant of the Purity Oats Co. at a public auction held July 14 for \$240,250. New machinery will be added. The company will manufacture corn flakes.

Welton, Ia.—A new electric motor has been installed in the Welton Elvtr. Co.'s elvtr., the grain pit has been remodeled and is now built of concrete, and a ventilating system has been installed. The grain chutes have been lined with galvanized iron.

Algona, Ia.—Fred Anderson recently bot the Bowles, Billings & Kessler grain elvtr. from the Olds Seed Co. of Madison, Wis., and is making extensive repairs. Mr. Anderson operated this elvtr. before he took charge of the Streit elvtr., which was recently sold to E. R. Rising.

Royal, Ia.—The Farmers Grain Co. recently made an assignment of all its property to E. C. Nelson, a banker. The officers of the company stated that the company was insolvent and authorized Mr. Nelson to continue to conduct the business, provided that this was in the best interest of the business and its creditors. The assets of the company are listed at \$10,590 and liabilities, \$15,207.80.

Algona, Ia.—Earl Stotts and Henry Pletch opened a grain office on July 16, and the firm name will be the Stotts-Pletch Grain Co. Mr. Stotts has been local mgr. for Bartlett-Frazier Co. and Mr. Pletch has been mgr. of a branch office of the Henry Rang Grain Co. of Chicago. They have bot a membership in the Chicago Board of Trade and will have private wire connection with all the markets of the U. S. thru the Jas. E. Bennett service.

KANSAS

Sterling, Kan.—O. C. Edsell of Wakita, Okla., is now mgr. of the Farmers Co-op. Union.

Ames, Kan.—Lightning struck the elvtr. of the Baker-Crowell Grain Co. July 13, causing a partial loss.

Sterling, Kan.—A. L. Jacobson of Arkansas City has accepted the position of mgr. of the Arnold Milling Co.

Webber, Kan.—The elvtr. of the Scoular-Bishop Grain Co. was damaged by lightning June 8. Loss, \$75.

Cheney, Kan.—The elvtr. of the Bowersock Mill & Power Co. was struck by lightning July 13. Loss, \$50.

Palmer, Kan.—Roy Young has succeeded Earl Witham as mgr. of the Baker-Crowell Grain Co.'s elvtr. here.

Simpson, Kan.—Mr. Simpson is in charge of the Robinson Milling Co.'s elvtr., which was recently bot from Jas. Robertson & Co.

Inman, Kan.—Parts of the roofs of the warehouses owned by the Enns Milling Co. were blown off by the windstorm July 13.

Severy, Kan.—The elvtr. of the Union Mill & Elvtr. Co. burned recently together with a quantity of wheat. H. A. Bonnell is the proprietor.

Kiowa, Kan.—The elvtr. of the O. K. Co-op. Grain & Mercantile Co. was recently damaged by fire caused by an electric short circuit. Loss, \$150.

Plainville, Kan.—Tyler & Co.'s new 20,000-bu. studded iron clad elvtr. has been completed. The work was done by the Star Engineering Co.

Hunter, Kan.—The Mitchell County Farmers Union has installed Kewanee All Steel Truck Lifts in its elvtr. here and at Tipton, Solomon Rapids and Cawker City.

Ashland, Kan.—The Mead & Gardner Grain Co. has been incorporated; capital stock, \$4,000.

Fort Scott, Kan.—The plant of the Kansas Flour Mills Co. has been overhauled and will manufacture soft wheat flour. The plant is known as the Goodlander Mills.

Augusta, Kan.—The Bosse-Marshall Grain Co. sustained a loss of \$300, caused by wind.

Huscher, Kan.—The Bossemeyer Bros. elvtr. was slightly damaged by the wind June 25.

Colby, Kan.—Fred M. Smith has succeeded Chas. Lorenz as mgr. of the E. L. Rickel's grain elvtr. Mr. Lorenz has accepted a position as auditor of the Shellabarger Mill & Elvtr. Co.

Leavenworth, Kan.—The Kansas Co-op. Wheat Marketing Ass'n will establish a laboratory here according to reports. The Ass'n recently bot the Kansas Central grain elvtr., which was formerly owned by the Moore-Lawless Grain Co.

Sterling, Kan.—Our elvtr. deal is not settled as yet, and we do not know whether we will get it or not.—Oline & Atherton. (Oline & Atherton sold their elvtr. to Jas. Lane of Hutchinson in December and it was reported that they had bot it again.)

Topeka, Kan.—R. J. Anderson, mgr. of the Shawnee Milling Co.'s plant here, has resigned and will go to Kansas City, where he has accepted a similar position with the Moore-Lowry Flour Mills. A new mgr. has not been appointed to take Anderson's place.

Kansas City, Kan.—After being completely overhauled, the plant of the Kansas Flour Mills Co. will be reopened. It has been closed since the new 3,000-bbl. North Kansas City mill was put in operation about a year ago. The plant has been known as the Bulte Mills.

Topeka, Kan.—W. A. Forbes and his two sons, Boyce and Harold, formerly of the Forbes Milling Co., recently bot the business of the Central Mills, which until lately have been operated by the Derby Grain Co. They will continue to do a grain, feed and flour business.

Kinsley, Kan.—I am building a small elvtr. here of 4,000-bu. capacity and a feed mill. The firm will be known as The Fairchild Feed & Elvtr. Co. I am putting in latest models of machinery, Howe ten ton Wagon Scales, Richardson 5-bu. Automatic Scale and enclosed type of electric motor, and a hammer type feed mill.—S. J. Fairchild.

Topeka, Kan.—C. L. Hardman of Wakeeney, Kan., pres. of the Kansas Terminal Elvtr. Co., recently made arrangements for the operation and management of the company's elvtr. here. S. W. Grubb, formerly pres. of the Grubb Grain Co., will be mgr. and A. McMahon, who has been mgr. of the Central Mill for the past six years, will be assistant mgr.

MARYLAND

Baltimore, Md.—E. Olmstead Boyd, member of the Chamber of Commerce, died recently.

MICHIGAN

Richmond, Mich.—The Detroit Milling Co.'s plant burned recently.

Carland, Mich.—E. C. Smith of Ovid recently bot C. A. Crowl's elvtr. here.

Dowagiac, Mich.—Fred H. Baker, head of the Colby Milling Co., died July 12.

Harbor Beach, Mich.—Benjamin F. Huestis, mgr. of the Huron Milling Co., died recently.

Kinde, Mich.—Harrison Tinsey has succeeded Ralph Fuhrman as mgr. of the Bad Axe Grain Co.

Fenton, Mich.—Louis Riedel recently bot an interest in the Michigan Bean Co.'s elvtr. here, and will manage it. Mr. Riedel was formerly mgr. of the Farmers Co-op. Elvtr. Co. at Harbor Beach.

Emmett, Mich.—The Emmett Elvtr. Co. recently installed a 24-inch motor driven Dreadnaught Grinder.

Harbor Beach, Mich.—The new addition to the wheat starch plant of the Huron Milling Co. is progressing rapidly.

Howard City, Mich.—The Howard City Marketing Ass'n contemplates retiring from the bean and grain business.

Lansing, Mich.—The plant of Christian Breisch & Co. was damaged by the windstorm of June 20. Loss, \$300.

Bessemer, Mich.—Nesto Erickson, mgr. of the Farmers Milling & Elvtr. Co.'s mill, has reconsidered his decision to resign as mgr. and has signed a contract for another year.

Harbor Beach, Mich.—Louis Riedel, formerly mgr. of the Farmers Co-op. Elvtr. Co. here, has bot an interest in the Michigan Bean Co.'s elvtr. at Fenton and will manage it.

Lake City, Mich.—John Schepers of Vogel Center has been appointed to succeed Ferry R. Lewis as mgr. of the Lake City Elvtr. Co., a subsidiary of Chatterton & Co. of Lansing.

Chelsea, Mich.—The Chelsea Milling Co. has taken over the milling business formerly conducted by the William Bacon-Holmes Co. A 300-bbl. hard wheat flour unit was recently added to this mill.

Port Huron, Mich.—The Michelex Elvtr. & Warehouse Co., a subsidiary and holding corporation of the Michigan Elvtr. Exchange, recently bot the former Port Huron Grain Co.'s elvtr. and warehouse.

Almont, Mich.—W. T. Cloverdale, who owns and operates an elvtr. here, recently bot the properties of the Valley Hay & Grain Co. at Brown City and will direct the management of both elvtrs. from here.

Portland, Mich.—The Valley City Milling Co. is planning to build a grain elvtr. and a large warehouse, which is to extend from the engine room of the main plant, and also will rebuild the Looking Glass river dam with cement.

Brown City, Mich.—W. T. Cloverdale of Almont recently bot and has taken possession of the properties of the Valley Hay & Grain Co. The sale does not include the hay sheds. Carl Wendt will continue as mgr. The elvtr. will be known as Almont Elvtr. Co.

Deford, Mich.—The elvtr. of the Cass City Grain Co., burned July 5, starting at 2 in the afternoon. It is said that the mgr., Geo. McIntyre, was starting the engine, and while using a blow torch to help generate it, some of the gasoline caught fire. The flames spread quickly to the rest of the building. Besides the elvtr. two box cars on a siding and a garage burned. The railroad tracks for a considerable distance are unfit for use.

Owosso, Mich.—Fred Welch died July 4. Mr. Welch first entered the elvtr. business at Fenton in 1899. After disposing of the elvtr. there in 1910 he came to this city and bot Clare Barrett's elvtr., and operated it until a few years ago, when he sold out to the Isbell Bean Co. Mr. Welch then opened a grain brokerage office, and continued this business until 1922 when he became arbiter for various creamery and ice cream companies. He took an active interest in civic affairs, having served on the board of education and the hospital board. Mr. Welch was also at one time pres. of the Michigan Bean Jobbers' Ass'n.

MINNESOTA

Crookston, Minn.—The Crookston Milling Co. sustained a small loss from fire July 8.

Sleepy Eye, Minn.—The Farmers Elvtr. Co. will build an addition to the new feed room.

Marshall, Minn.—F. H. Colby has succeeded H. R. Wollin as mgr. of the Farmers Elvtr. & Milling Co. Mr. Colby was formerly mgr. of the Durbin Farmers Elvtr. Co. of Durbin, N. D.

Morton, Minn.—W. H. Castle has succeeded T. J. Tradewell as mgr. of the Farmers Co-op. Grain Co. here.

Moorhead, Minn.—The Moorhead Farmers Elvtr. Co. has recently completed its new elvtr. and warehouse here.

Duluth, Minn.—The Capitol Elvtr. Co. suffered a small loss from fire in the dust bin under one of the elvtrs.

Winger, Minn.—The Winger Farmers Elvtr. & Mercantile Co. sustained a small loss from fire in an exhaust pipe on July 2.

Okabena, Minn.—John G. Van Rassmun of Lismore will take charge of the Fleischmann Elvtr. & Malting Co.'s elvtr. here.

Melrose, Minn.—Huntemer & Borgerding have bot the National Elvtr. Co.'s elvtr. here and will conduct a grain and seed business.

Clinton, Minn.—The National Elvtr. Co.'s elvtr. has been repaired, and a Keweenaw Dump with a Fairbanks Scale has been installed.

Montevideo, Minn.—L. J. Nesheim, formerly of Wasta, S. D., is now connected with the Montevideo A. S. of E. Co-op. Elvtr. & Trading Co.

Marietta, Minn.—The elvtr. owned by Kijmar & Williams, which burned in May, is not to be rebuilt, according to local reports. —Lester J. Lee.

Lamberton, Minn.—The Eagle Roller Mill Co. has installed a Strong-Scott Dump and a Fairbanks Scale in its elvtr. here. The work was done by the T. E. Ibberson Co.

Minneapolis, Minn.—Edwin H. Hein, formerly mgr. of the feed department of E. S. Woodworth & Co., has started a feed and grain brokerage business of his own.

Marietta, Minn.—I have purchased one-half interest in the Marietta Grain Co. The company's elvtr. was formerly known as the Independent, and was owned by Heinzen & Jacobson. —Lester J. Lee.

Clarkfield, Minn.—The Great Western Grain Co. has installed a Keweenaw All Steel Truck Lift in its elvtrs. here and at Madison, St. James and Hanska. The T. E. Ibberson Co. did the work.

Mankato, Minn.—The Humiston & St. John Grain Co. of Minneapolis went into the hands of receiver, Frank E. Crandall, on July 14. The creditors claim that liabilities of the company total more than \$75,000.

Mapleton, Minn.—The elvtr. of the Equity Elvtr. Co. is being repaired, and a Keweenaw Dump on a Fairbanks Scale has been installed. The driveway is also being enlarged. The T. E. Ibberson Co. has the contract.

Fairfax, Minn.—The Farmers Elvtr. Co. will build a new driveway and office building and install a 10-ton Howe Scale and a dump, a new boot tank and make other repairs. The T. E. Ibberson Co. has the contract.

Minneapolis, Minn.—A huge searchlight has been installed on the roof of the elvtrs. of the Washburn Crosby Co. It is of 500,000,000 candle power and has a three-foot lens. Including the carriage it weighs 3,000 lbs.

Lorne, Minn.—The New London Milling Co. is adding a new office and a new concrete foundation and installing a cup belt in its elvtr. here in addition to giving it a general overhauling and painting. The headquarters of the company are at Willmar.

Charlesville (Tintah p. o.), Minn.—The new elvtr. which the St. Anthony & Dakota Elvtr. Co. is erecting will be completed in about ten days. The Hickock Construction Co. has the contract. The elvtr. replaces the one burned Mar. 19. —H. A. Treschel, agent.

Minneapolis, Minn.—The following memberships in the Chamber of Commerce have been transferred: From Russell C. Powers, to John W. Stephenson; from Geo. B. Lane No. 2, to Geo. L. Nevius. The privileges of corporate membership were granted to the Northwestern Milling Co.

Starkweather, Minn.—The Farmers Elvtr. Co.'s elvtr. will be repaired by the T. E. Ibberson Co.

Dudley (Marshall p. o.) Minn.—The Farmers Elvtr. Co. is remodeling its elvtr. and adding a new foundation, legs and power besides making other general repairs. A new 10-h. p. Fairbanks Engine with a 10-ton Fairbanks Scale and a dump are being installed. The work was done by the T. E. Ibberson Co.

Pipestone, Minn.—The Farmers Elvtr. Co., which closed several months ago, has been incorporated for \$15,000 and will reopen for business soon. The following officers were elected: W. J. Dingler, pres.; Geo. Rebman, vice-pres.; Geo. Littmers, sec'y and mgr., and P. H. Brandland and Gus Appledorn were elected directors.

MISSOURI

Clinton, Mo.—The mill of the Larabee Flour Mills Corporation was damaged by the wind-storm May 23.

Elsberry, Mo.—Russell Watts is now in charge of the Hannibal Milling Co.'s elvtr. and business here.

Nashua, Mo.—We expect to build a 10,000-bu. house. The St. John Grain Co. sold to us. We are located on the Q. O. & K. C.—Nashua Lumber & Grain Co.

Lamar, Mo.—The Morrow-Kidder Milling Co. of Carthage recently leased Thos. Egger's elvtr. from the State Finance Department. Frank Blankenship will be in charge.

St. Joseph, Mo.—Mrs. Mary Boydston Davis, 88, widow of Randolph True Davis, founder of the R. T. Davis and the Aunt Jemima Milling companies, died recently.

Springfield, Mo.—G. A. Lisenby and L. W. Larson, who were injured while working on the elvtr. being erected for the Lipscomb Grain & Seed Co., have returned home from the hospital and will be able to work soon. The report that the cable of the small elevator on which they were riding broke was erroneous. They were on a scaffold 30 ft. from the ground and were thrown down when the scaffold was pulled off by the rope of the hoisting engine. The cable from the tower to the hoisting engine was attached by a snatch block to one corner of the tower and when the entire corner of the tower pulled out the cable straightened out and caught the scaffold. Each of the men sustained a broken arm and quite severe bruises.

KANSAS CITY LETTER.

It is reported that the Eagle Elvtr. Co., which has recently been incorporated, expects to buy the Dixie Elvtr., formerly operated by the Western Grain Co.

The members of the Board of Trade recently voted to abolish regulations governing "to arrive" bids to the country for grain. Dissatisfaction over the regulations has been expressed, especially in regard to posting of bids, which permitted dealers in the smaller outside markets to consistently keep slightly above this market.

Our actual loss at our recent fire was \$125,000 with about 75 or 80 per cent insurance. Our mill building and elvtrs. were in one building and were completely destroyed. We had elvtr. capacity of between 40 and 50,000 bus., a 500-bbl. flour plant and a 500-bbl. meal plant. We are contemplating rebuilding at once.—The Rosedale Milling Co. The fire occurred July 6 and was first discovered in the cupola.

MONTANA

Richey, Mont.—The mgr. for the coming year has not been engaged.—Farmers Co-op. Elvtr. Co.

Baker, Mont.—Edward Carey, mgr. of the Columbia Elvtr. Co.'s elvtr., died from blood poisoning sustained in the machinery.

Great Falls, Mont.—The Rocky Mount Elvtr. Co.'s elvtr. burned July 14 early night. The fire was caused by lightning. Only small quantity of grain was in the elvtr. the time. Fully insured.

Bozeman, Mont.—The large elvtr. owned F. L. Benepe burned July 7 at night. The fire was discovered about 11:30 following a severe electrical storm. By hard work of the fire department the surrounding buildings, including the large elvtr. and warehouse of the Gay Hay & Grain Co. was saved. The Benepe elvtr. had a capacity of 125,000 bus. It is understood that the building and contents were covered insurance.—Gary Hay & Grain Co.

NEBRASKA

Chappell, Neb.—C. L. Bartlett is again mgr. of the Farmers Elvtr. Co.'s elvtr. here.

Elwood, Neb.—Rome Moncrief recently took half interest in the Salisbury elvtr. here.

Burr, Neb.—The plant of the Farmers Elvtr. Co. is to be covered with galvanized iron.

Thurston, Neb.—The Farmers Grain Co. elvtr. was slightly damaged by wind June 7.

Shubert, Neb.—The elvtr. of the R. A. Heckcock Co. was partially destroyed by a cyclone.

Belvidere, Neb.—The Farmers Grain Co. has quit business and I have leased its elvtr.—G. Burruss.

Doniphan, Neb.—The Hall Grain Co. has installed a Keweenaw All Steel Truck Lift in its elvtr. here.

Stratton, Neb.—O. B. Todd of Enders has succeeded W. C. Dahnke as mgr. of the Farmers Co-op. Co.

Brock, Neb.—J. W. Bailey has succeeded Chas. Dugan as mgr. of this Ass'n.—The Farmers Union Co-op. Ass'n.

Yanka (Brainard p. o.), Neb.—John Moseman has succeeded Frank Record as mgr. of the Farmers Grain Co.

Sacramento, Neb.—The elvtr. of the Ny Schneider-Jenks Co. burned recently. The fire was caused by lightning.

Loomis, Neb.—The elvtr. here operated by Sells & Rector has been reopened. The elvtr. was closed in February, 1923.

Huffman, Neb.—Elmer Heitman is no longer mgr. of the Huffman Equity Exchange. He has accepted a similar position at Redfield, S. D.

Enders, Neb.—Geo. L. Ballard has succeeded O. B. Todd as mgr. of the Farmers Produce & Supply Co. Mr. Todd has gone to Stratton.

Holdrege, Neb.—The elvtr. of C. E. Johnson & Sons burned recently. Very little grain was stored in the elvtr. at the time of the fire.

Potter, Neb.—The elvtr. of the Farmers Elvtr. Co. will be equipped with a new dump. The W. H. Cramer Construction Co. has the contract.

Superior, Neb.—We own the Terminal Elvtr.'s property but will not enter the grain trade at present. We may later on.—Superior Elvtr. Co.

Paxton, Neb.—W. W. Kimberly recently installed a truck dump in his elvtr. here. The work was done by the W. H. Cramer Construction Co.

Ulysses, Neb.—The Farmers Grain & Supply Co. has bot the elvtr. formerly owned by the Dawson Grain Co. This will replace the one recently burned.

Diller, Neb.—Chas. Hagerman of Liberty, Neb., will succeed F. E. Hale as mgr. of the Diller Farmers Grain Co.'s elvtr. on Aug. 1. Mr. Hale has been mgr. of the elvtr. for the past 17 years.

Nebraska City, Neb.—The J. O. Loch Milling Co. has been incorporated; capital stock, \$200,000; incorporators, A. M. Loch, J. O. Loch and W. E. Stanhope.

Sutherland, Neb.—The Farmers Elvtr. Co. will install a truck dump and motor and make other repairs. The work will be done by the W. H. Cramer Construction Co.

Big Springs, Neb.—The elvtr. of the Farmers Elvtr. Co. is being repaired and equipped with an air blast car-loader. The W. H. Cramer Construction Co. has the contract.

Byron, Neb.—The Farmers Elvtr. Co. here has just finished painting and repairing its elvtrs. We will erect a new office building in the near future.—J. F. Gregory & Sons.

Delphia (Lawrence p. o.), Neb.—The elvtr. of the Larrabee Flour Mills Corporation has been sold to the H. L. Gerlach Grain Co. The headquarters of the company are at Rosemont.

Lexington, Neb.—The Lexington Mill & Elvtr. Co. recently installed a 10-bu. Richardson Automatic Scale in its concrete mill. The W. H. Cramer Construction Co. did the work.

Chappell, Neb.—The Lexington Mill & Elvtr. Co. has installed an 8-bu. Richardson Automatic Scale and a new truck dump. The installation was made by the W. H. Cramer Construction Co.

Creston, Neb.—The Farmers Co-op. Grain & Stock Ass'n has been dissolved and reorganized as a corporation. It will be known as the Farmers Grain & Stock Co. and has a capital of \$33,000.

Lyons, Neb.—G. U. Young, mgr. of the Farmers Co-op. Grain Co., has resigned effective Aug. 5. Mr. Young has been mgr. here for five years and leaves many friends. He will move to Pharr, Tex.

Liberty, Neb.—John Watkins of Blue Springs, formerly mgr. of the elvtr. at Kinney, has leased the Liberty Grain Co.'s elvtr. and has taken possession. The directors of the Liberty Grain Co. decided to close the business as it was not profitable.

Rulo, Neb.—It is reported that the Burlington railroad has refused to permit Coryell & Son to rebuild their elvtr., which burned, as it proposes to abandon the track and service here soon. A petition has been signed by 175 farmers and filed with the State Railway Commission to order the railway company to allow the elvtr. built.

Potter, Neb.—The North Platte Milling Co., which has had a running contract with the mill for several months, recently surrendered it to the Farmers Grain & Milling Co. The reason is given that the company is adding to its equipment at North Platte and will center its interests there. The Farmers Grain & Milling Co. will continue to operate the mill until other arrangements are made.

Newman Grove, Neb.—Joseph Johnson recently purchased the mill and elvtr. of Fred Shively. He will operate the elvtr. and dismantle the mill and dispose of the milling machinery. The new company will be known as the Farmers Grain Co. and will handle all kinds of ground feeds. Mr. Johnson has been in the elvtr. business since 1911, when he and C. R. Gustavson and Sever Sanderson formed a partnership. Later he and Sever Sanderson operated an elvtr. in connection with the lumber business. He sold his interest to Mr. Sanderson the first of the year.

NEW ENGLAND

Lisbon, N. H.—The grist mill of Moulton & Clark burned July 18 together with 300 to 400 tons of feed.

Clinton, Mass.—It is reported that the business of the Wallace Grain Co. would be carried on as usual and at least one new building would be added. The company's plant burned July 4.

Portland, Me.—Samuel W. Jordan, 46, a grain broker, committed suicide by shooting himself at his office July 20.

Farmington, Me.—The J. B. Ham Co. is making extensive improvements on the Butler grain and grocery store, which they recently bot.

Boston, Mass.—The firm of C. F. & G. W. Eddy, grain exporters, is being liquidated. The domestic hay business, which has been carried on by two partners, Clifford R. and Frank S. Eddy, will be continued. They have formed a company which has been incorporated for \$60,000. G. W. Eddy, the former active partner in the grain export business, will retire.

Boston, Mass.—At a recent meeting of the directors of the Chamber of Commerce, Howard Coonley, pres. during the past year, has consented to hold office until the Chamber is completely established in the new building. W. Irving Bullard was re-elected vice-pres. and Henry Dennison and Frank H. Purington were elected vice-presidents, Frank C. Nichols was elected treas. and Jas. A. McKibben was re-elected sec'y.

NEW YORK

New York, N. Y.—The name of Crofton Co. has been changed to Crofton & Guild. The personnel remains unchanged.

New York, N. Y.—T. J. McCullough, grain broker of the Produce Exchange, is now representative here of Farroll Bros., grain merchants of the Chicago Board of Trade.

New York, N. Y.—The P. N. Gray Asia Corporation of Shanghai, a subsidiary of the P. N. Gray Corporation of New York has Gray Corporation of New York, is continuing to import flour.

Baldwinsville, N. Y.—The Baldwinsville (N. Y.) Flour Mills is the name of a corporation which was recently incorporated here; capital stock, \$150,000; directors, August Clasen, Frederick Wyker, G. F. Loysen. The Frazee mill was bot at a bankruptcy sale.

New York, N. Y.—Joseph A. Abel, associated with L. W. Forbell & Co. for 22 years, has started in business as a grain broker on his own account and taken offices at D-4, Produce Exchange. Mr. Abel was a junior partner of the L. W. Forbell & Co. for 12 years.

NORTH DAKOTA

Northwood, N. D.—The Northwood Equity Elvtr. Co. will erect an annex of 20,000 bus. capacity.

Grand Forks, N. D.—The North Dakota State Mill will be closed for two weeks while repairs are being made.

Bowbells, N. D.—A. C. Wiper has started to erect a 25,000-bu. elvtr. here. The work is being done by the T. E. Ibberson Co.

Colfax, N. D.—The Colfax Grain Co. has been incorporated; capital stock, \$25,000; incorporators, L. H. Smith, H. N. Smeby and others.

Josephine, N. D.—Oscar Erickson has succeeded Elmer Evans as mgr. of the Farmers Grain & Fuel Co. Mr. Evans has gone to Ypsilanti.

Durbin, N. D.—F. H. Colby, formerly mgr. of the Durbin Farmers Elvtr. Co., is now mgr. of the Farmers Elvtr. & Milling Co. of Marshall, Minn.

Ypsilanti, N. D.—Elmer Evans of Josephine, N. D., is now mgr. of the Equity Elvtr. Co.

Lehr, N. D.—The Lehr Grain Co.'s elvtr. burned recently.

Braddock, N. D.—A. J. Piers is now mgr. of the Braddock Equity Exchange. He was formerly associated with the National Elvtr. Co. at Kelso, N. D.

Sykeston, N. D.—A. J. Wiesbough recently bot the Farmers Elvtr. Co.'s elvtr. here at auction for \$8,000. Mr. Wiesbough was formerly mgr. of the elvtr.

Bearea (Valley City p. o.) N. D.—The Farmers Elvtr. Co. is having its two elvtrs. painted and repaired. The T. E. Ibberson Co. is doing the work.

Van Hook, N. D.—The Reservation Grain Co. was recently incorporated; capital stock, \$50,000; incorporators, N. J. Pierce, E. G. Ranum, P. M. Shefoeldan and A. J. Fox.

Ellendale, N. D.—The Ellendale Grain & Produce Co. has been incorporated; capital stock, \$25,000; incorporators, F. M. Walten, J. Crowley, R. Griffin and F. W. Leamer.

Tolna, N. D.—The National Elvtr. Co. has installed a Strong-Scott Dump on a Fairbanks Scale and made other general repairs. The work was done by the T. E. Ibberson Co.

Souris, N. D.—The Winter-Truesdell-Ames Co. has installed Kewanee All Steel Truck Lifts in its elvtrs. here and at Roth and Sidney. The work was done by the T. E. Ibberson Co.

Zahl, N. D.—The elvtr. of the National Elvtr. Co. is being repaired and a new Strong-Scott Dump on a Fairbanks Scale has been installed. The work was done by the T. E. Ibberson Co.

Churchs Ferry, N. D.—A grain elvtr. 32x40 ft. will be erected on the Muri farm. Miss Malene Muri recently bot the lumber. The elvtr. will replace the large granary which burned last year.

OHIO

Covington, O.—It is reported that the Myers-Patty Co. will soon begin erecting buildings on the site bot some time ago.

Mingo, O.—We have leased the elvtr. owned by John Akin and known as the John Akin Grain Co.—O. J. Chamberlain Grain Co.

Ohio City, O.—The Krugh Grain Co. has been incorporated; capital stock, \$15,000; incorporators, C. L. Krugh and S. B. Krugh.

Harrison, O.—A receivership for the Harrison Milling Co. has been asked by the First National Bank, alleging indebtedness of \$8,085.

Coldwater, O.—The Coldwater Grain & Coal Co. has been incorporated; capital stock, \$20,000; incorporators, John W. Long and T. H. Oppenheimer.

Jonestown (Tokio p. o.) O.—The Jonestown Grain Co. has been incorporated; capital stock \$15,000; incorporators, C. D. Krugh and S. B. Krugh.

Columbus, O.—Burton H. Koons of Westerville, O., and Thos. J. Monahan of this city, have formed a partnership and will ship grain and hay.

Rarden, O.—The flour mill owned and operated by A. C. Christian burned recently. It is said that Mr. Christian would probably rebuild the mill at once.

Cleveland, O.—The Cleveland Grain & Milling Co. of Indianapolis, Ind., is now operating the old National Elvtr. Co.'s elvtr. here. The elvtr. was rebuilt about a year ago.

Mt. Cory, O.—The Farmers Elvtr. & Exchange Co. has been purchased by us. We will operate under the name of Latham & Wise Elvtr. with Alvin A. Lee as mgr.—Latham & Wise.

Buchwalter (Jeffersonville p. o.) O.—We have bot out the elvtr. here formerly known as Paul Bros. It will be known as the Buchwalter Grain & Merchandise Co. R. B. Price is mgr. A line of lumber, coal, fencing, feeds, salt and building material will be handled in connection with the grain business.—The Sedalia Grain & Lumber Co., Sedalia, O. John Paul, the mgr. of Paul Bros., died a few weeks ago. Ellen Paul, his widow, is administratrix of the estate. The Sedalia Grain Co., who bot the elvtr., are overhauling the machinery and buildings to take care of the season's crops.

Jamestown, O.—Mr. Blessing has succeeded D. L. Earley as mgr. of C. E. Loyd's elvtr. here.

Portsmouth, O.—The Coburn Bros. Co. has been incorporated; capital stock, \$20,000; incorporators, E. Coburn, Mrs. Leona Coburn, L. J. Ramey, Mrs. Callie Ramey and Miss Pearl Mootz. The firm has a flour, meal and feed mill and does an extensive jobbing business in addition to some milling.

OKLAHOMA

Vinita, Okla.—The Grain Dealers' Ass'n of Oklahoma held a meeting here July 11.

El Reno, Okla.—The Grain Dealers' Ass'n of Oklahoma held a meeting here July 10.

Muskogee, Okla.—The Grain Dealers' Ass'n of Oklahoma held a meeting here July 12.

Chattanooga, Okla.—P. A. Cope's elvtr. burned recently together with 3,000 bus. of wheat.

Kingfisher, Okla.—The Kingfisher Mill & Elvtr. Co. has added a loading dock and a dump for handling oats.

Wakita, Okla.—Mail addressed to O. C. Edsall, formerly mgr. of the Farmers Co-op. Elvtr. Co., has been returned.

Texhoma, Okla.—Richard Gooch has been employed by us as grain buyer—Texhoma Equity Exchange, G. G. Smith, mgr.

Chickasha, Okla.—The elvtr. of the Linton Grain Co. burned recently together with 2,000 bus. of corn and the same amount of wheat.

Frederick, Okla.—Frank Wolf will have charge of the Wichita Mill & Elvtr. Co.'s branch here. The head office is in Wichita Falls, Tex.

Guymon, Okla.—P. S. Suttle has succeeded J. L. Pate as mgr. of the Light Grain & Milling Co. Mr. Pate will engage in the grain and produce business here.

Kingfisher, Okla.—The Oklahoma Mill Co. is planning to lay a second track near the mill and elvtr. to assist the loading of flour and feed and the unloading of grain.

Claremore, Okla.—The elvtr. formerly managed by C. O. Hurst is being repaired and improved. It is to be opened for business soon by A. T. and H. L. Challbur-P.

Shawnee, Okla.—The Garrison Milling Co. of Oklahoma City has taken over the feed and flour plant of the Central Oklahoma Milling Co. and will start operating the mill soon.

Hunter, Okla.—The plant of the Hunter Mill & Elvtr. Co. burned to the ground June 17. A party of campers, who camped near the elvtr., are suspected of having caused the fire.

Lawton, Okla.—The Farmers Elvtr. Co. is now ready for business with G. H. Babbitt as mgr. The new elvtr. will be built some time this fall after the rush is over. A Fairbanks Scale has been installed.

Geary, Okla.—The Farmers Co-op. Mill & Elvtr. Ass'n, which has been in the hands of the receivers for the past two years, was sold at public sale by the county court. It was purchased by the Zobisch Grain Co., who now own and operate two elvtrs. here. Due to location, these are to be known as the North and South elvtrs. The elvtrs. are under my management.—H. V. Zobisch.

Oklahoma City, Okla.—The following have recently become members of the Grain Dealers' Ass'n of Oklahoma since its last annual meeting: Alva Roller Mills, Alva, Okla.; Baxter Grain Co., Vinita, Okla.; Buffalo Co-op. Elvtr. Co., Buffalo, Okla.; Chickasha Elvtr. Co., Blanchard, Okla.; Dilts & Blachly, Kaw City, Okla.; Farmers Exchange, Jet, Okla.; Farmers Co-op. Ass'n, Mountain View, Okla.; Farmers Grain Co., Hitchcock, Okla.; R. B. Harrington Grain Co., Forgan, Okla.; Johnson-Pulford Grain Co., Miami, Okla.; B. F. Lauthlin, Calumet, Okla.; Roger Mills Co., Calumet, Okla.; Sheperd & Son, Hobart, Okla.; Jesse Vandenburg, Oklahoma City, Okla.; Wallingford Bros., Buffalo, Okla.; Watonga Grain Co., Watonga, Okla.

Oklahoma City, Okla.—E. R. Humphrey, mgr. of the grain department of the Oklahoma City Mill & Elvtr. Co., was recently elected vice-pres. of the traffic department of the Chamber of Commerce. J. K. Moore was re-elected sec'y-mgr. and C. H. Ritter, pres. of the Williamson-Frazier Wholesale Grocery Co., was elected a director.

OREGON

Astoria, Ore.—The Pacific Overseas Corporation has been incorporated; capital stock, \$50,000; incorporators, J. Fred Larson, Neal H. Begley and O. B. Setters. The company will conduct a general importing and exporting business.

PENNSYLVANIA

Weissport, Pa.—I have sold my business. My successor is David R. Diehl.—D. O. Christman. Mr. Christman was proprietor of the Weissport, Elvtr.

SOUTH DAKOTA

Doland, S. D.—The Farmers Elvtr. Co. will make general repairs.

Wasta, S. D.—We have sold out.—Elm Springs-Wasta Elvtr. Co.

Huron, S. D.—The Farmers Elvtr. Co. has installed a new scale and dump.

Carthage, S. D.—The Farmers Elvtr. Co. is making repairs at its elvtr. here.

Canton, S. D.—Lightning rods have been installed on W. C. Gemmill's elvtr.

Lowry, S. D.—Fred Kramer will take charge of the Farmers Elvtr. Co's. elvtr. here.

Bryant, S. D.—The Farmers Elvtr. Co. has installed lightning rods on the north elvtr.

Artesian, S. D.—The Farmers Elvtr. Co. is installing a new set of scales in its elvtr. here.

Brandt, S. D.—The Farmers Elvtr. Co. has installed a Kewanee All Steel Truck Lift in its elvtr. here.

Kampeska, S. D.—J. Jerde has succeeded G. L. Fleming as mgr. of the Farmers Elvtr. Co's. elvtr. here.

Gettysburg, S. D.—Standard electric power has been installed at the Eagle Roller Mill Co's. elvtr. here.

Redfield, S. D.—Elmer Heitman is mgr. of the Farmers Elvtr. Co's. elvtr. He was formerly at Huffton, S. D.

Orient, S. D.—The Ree Valley Farmers Co-op. Ass'n expects to install a new scale and dump and will remodel its plant.

Scotland, S. D.—The Farmers Grain & Stock Co. is adding a new chain drive. The Younglove Construction Co. is doing the work.

Watertown, S. D.—The Selmser Fuel & Grain Co. is installing a large size Richardson Cleaner and is making general repairs.

Plumb (Scotland p. o.), S. D.—The Plumb Grain & Stock Co's. elvtr. was slightly damaged by fire June 26. Lightning was the cause.

Sturgis, S. D.—An elvtr company is being formed, and it is said that the company will either build a new elvtr. or buy one of the plants here.

Wasta, S. D.—L. J. Neshheim, former mgr. of the Elm Springs-Wasta Elvtr. Co. is now connected with the Montevideo A. S. of E. Co-op. Elvtr. & Trading Co. at Montevideo, Minn.

Murdo, S. D.—Eaton Bros. recently sold their elvtr. here to Peck Bros. of Brunsville, Ia. Otto Peck will have charge of the elvtr. The Eaton Bros. will continue to engage in stock buying.

Wessington Springs, S. D.—The plant of the Wessington Springs Grain Co. is being repaired and repainted. The Farmers Elvtr. Co's. elvtr., which was wrecked in the storm June 14, will be rebuilt.

Wessington Springs, S. D.—The South Dakota Grain Co. is out of business here. The company is succeeded by the Wessington Springs Grain Co. Geo. Dirks, who was agent for the South Dakota Grain Co. here, is now associated with the Wessington Springs Grain Co.

Cuthbert, S. D.—The elvtrs. of the following companies were damaged by the recent storms and are now being repaired by Younglove Construction Co.; J. T. Scrogg Elvtr. Co., of this city; Farmers Elvtr. Co., Letcher, S. D.; Farmers Elvtr. Co., Marion Junction (Marion p. o.), S. D.; Farmers Elvtr. Co., Plankinton, S. D.; Farmers Elvtr. Co., White Lake, S. D., and Carl Furchner's elvtr. at Plankinton, S. D.

SOUTHEAST

Mobile, Ala.—The Mobile & Ohio Railroad elvtr. is now closed.—C. S. Odell, former superintendent.

Fort Lauderdale, Fla.—It is reported that a corn elvtr. will be erected here. W. L. Brandon is interested.

Mobile, Ala.—The plant of the Ziliak Schafer Milling Co. burned recently. The headquarters of the company are at Haubstadt and Evansville, Ind. It is said that the plant will be rebuilt.

Clarksburg, W. Va.—The Willison-Earle Co. was recently dissolved. Guy H. Earle will conduct a general flour, grain, feed and produce brokerage business under the name of Guy H. Earle Co. T. Blair Willison will do a general merchandise brokerage business, which will be known as the Blair Willison Co.

TENNESSEE

Johnson City, Tenn.—Messrs. Preas and Smathers recently purchased and have taken over the plant of the Star Milling Co.

Clarksville, Tenn.—We awarded the contract on July 10 for a 32,000-bu. concrete elvtr. Mill capacity 100-bbls, 2-50 bbl. The capital stock has been increased from \$50,000 to \$75,000.—Dixie Mills.

Memphis, Tenn.—J. E. Tate, head of the grain feed firm of J. E. Tate & Co., was killed in an automobile accident at Woodstock, Tenn. His car was struck by an I. C. train. Mr. Tate was a member of the Merchants Exchange.

TEXAS

Houston, Tex.—The name of the Ross Carter Grain Co. has been changed to the Ross Grain Co.

Abilene, Tex.—The Canon Grain Co. is successor to the C. S. Lee Grain Co. and the Abilene Elvtr. Co.—Texas Mill & Elvtr. Co.

Marshall, Tex.—The capacity of the Taylor Mill & Elvtr. Co. will be doubled by the addition of another warehouse. Foss Covin, mgr.

Sherman, Tex.—C. F. Gribble, who was associated with the grain and milling business of the Gribble Grain Co. for many years, died recently.

Amarillo, Tex.—The Federal Commission Co. has closed its office here as the export business was dull, and believes that the milling wheat business can be handled better from Fort Worth. Mr. West will be associated with the office in Fort Worth.

Fort Worth, Tex.—The following have been admitted to membership in the Texas Grain Dealers Ass'n since its last annual meeting: El Campo Rice Milling Co., El Campo, Tex.; Hemphill Grain & Grocery Co., Dallas, Tex.; Kenyon Grain & Coal Co., Amarillo, Tex.; Taylor Grain Co., Van Alstyne, Tex.; Gibson Caldwell, McKinney, Tex.; Macon & Co., Leonard, Tex.; Ruhmann Grain & Fuel Co., Waco, Tex.; Knippa Merc. Co., Knippa, Tex., and S. F. Nelson, Winnsboro, Tex.

Baliinger, Tex.—Mail addressed to the Vaughan Grain Co. has been returned marked, "unclaimed."

Walnut Springs, Tex.—J. R. Carlton and G. M. Daniels have bot the Walnut Springs elvtr. J. A. Carlton is treas. of the G. M. Coulton Bros. & Co., but that company is in no way connected with the elvtr. G. M. Daniels is mgr at present.—Walnut Springs Grain & Elvtr. Co.

WASHINGTON

Connell, Wash.—The warehouse of the Pacific Coast Elvtr. Co. is being repaired.

Spokane, Wash.—It is reported that E. C. Blanchard, flour, grain and hay merchant, made an assignment to the Spokane Merchants' Ass'n.

Dayton, Wash.—W. H. Younger and Clark Israel will operate warehouses in this city and at Turner, Whetston and Delaney, under the name of the Younger & Israel Warehouse Co.

Ritzville, Wash.—The O'Neill Grain Co. recently leased the warehouse of the Pacific Coast Elvtr. Co. and will operate it in connection with its own house during the coming season.

Irby, Wash.—The elvtr. of the Irby Warehouse & Elvtr. Co., together with 10,000 bus. of wheat, burned recently. No insurance. The flames are said to have started from locomotive sparks.

Palouse, Wash.—The A. J. Webster Co., Inc., has been incorporated; incorporators, A. J. Webster, P. L. Smith and E. R. Boyd. The company will erect a feed mill and do a general grain business.

Medical Lake, Wash.—J. M. Parry of Salt Lake City, Utah, has leased the plant of the Medical Lake Grain & Milling Co., Inc., for one year, with an option of buying at any time during the year. This mill was built in 1920 by citizens of the town, but was not run because of financial difficulties.

Pullman, Wash.—The Kelley Grain Co. was recently organized by A. Eugene Kelley and Howard A. Hughes. Mr. Kelley was connected with the Walla Walla Farmers Agency in Walla Walla and Mr. Hughes was associated with Kerr, Gifford & Co. The Kelley-Hughes Warehouse Co. has been incorporated for \$18,000.

Spokane, Wash.—The Centennial Mill Co. recently let a contract to the Alloway & Georg Co. for seven concrete grain tanks, which are to cost \$15,000. Work is to start soon so that they may be ready to receive the 1924 grain. The new tanks will have a combined capacity of 40,000 bus. and will enable the company to handle from 30 to 35 additional cars of grain at one time.

WISCONSIN

Milwaukee, Wis.—The office of the federal grain supervisor has been moved to the Chamber of Commerce building.

Phillips, Wis.—The Czecho-Slovak Co-op. Co. has started erecting a large warehouse for flour, feed and grain. Martin Knez is mgr.

Milwaukee, Wis.—We have not as yet reached a decision to rebuild elvtr. "E," which burned on June 17. We have various plans under consideration, but no definite conclusion has been reached.—H. E. Byram, pres., Chicago, Milwaukee & St. Paul Railway Co.

Eau Claire, Wis.—The old Cheney elvtr., now owned and operated by Bruley Bros., was partially destroyed by fire July 14, at night. It is the fifth time that the elvtr. has been red since it was built many years ago. The blaze is said to have started in the storage room. A prepared roof covering, put on the elvtr. after a large fire about a year ago, was responsible for keeping the flames down and preventing them from spreading to other buildings, the fire chief said. A large amount of grain and flour was in the elvtr. at the time. Partially insured.

Judgment Against Railroad for Demurrage, Reconsignment Charge and War Tax.

The Court of Civil Appeals of Texas on Apr. 12, 1924, denied the Director-General of Railroads a rehearing of the decision in favor of the Stamford Mill & Elevator Co., which had recovered damages accruing thru failure to divert a carload of wheat.

The plaintiff alleged that it had purchased from Macon Bros., Rochester, Tex., a carload of wheat, then en route from Rochester to Fort Worth; that the plaintiff desired that said wheat be delivered at Galveston, and that Macon Bros. promised to divert and ship said car to Galveston; that defendant Macon Bros. did not properly divert said car, and that on about Dec. 27, 1919, over four months after the contract of purchase had been made, and the promise made by Macon Bros. to immediately divert said shipment, billed to Fort Worth, to Galveston, that the plaintiff learned that said car was then at Fort Worth, and that he had to pay demurrage to the amount of \$483, \$5 reconsignment charge, and \$19.94 war tax on the demurrage and reconsignment charges mentioned above; that all of said expenses were necessary to be paid and had to be paid by the plaintiff in order to have said car moved on to Galveston; that all of said expenses were the direct and proximate result of the defendant's, Macon Bros., failure to properly divert and bill said car to Galveston.

In the alternative, plaintiffs alleged that if they had been mistaken as to the defendants, Macon Bros., having been at fault as previously alleged, then that the defendants Macon Bros. did divert said car to Galveston, and did receive from the Kansas City, Mexico & Orient Railway Company of Texas, on which Rochester is located, a bill of lading showing that said car had been diverted properly to Galveston, and that said railway company did agree with said Bacon Bros. to safely transport and carry said car of wheat in consideration of the freight being paid, which was paid. Hence, they alleged that James C. Davis, as Agent of Railroads, was liable for the amounts alleged to have been paid out by reason of the delay, with interest thereon.

From a judgment for the plaintiff as against James C. Davis, Director General of Railroads, in the sum of \$654.20, with interest from the date of the judgment at the rate of 6 per cent per annum and costs of suit, and a judgment in favor of the Macon Bros., James C. Davis, as "Agent of the President of the United States for the purpose of winding up the affairs of the United States Railroad Administration," appealed.

The Court disposed of the several questions in favor of the shipper, stating: We think the two allegations sufficiently allege the negligence of the defendant railway company and James C. Davis as the Agent of the Railway. Article 6554, Rev. Statutes, provides:

"In case of the refusal by such corporation or their agents so to take and transport any passenger or property, or to deliver the same, or either of them, at the regular appointed time, such corporation shall pay to the party aggrieved all damages which shall be sustained thereby, with costs of suit; and in case of the transportation of property shall in addition pay to such party special damages at the rate of five per cent, per month upon the value of the same at the time of shipment, for the negligent detention thereof beyond the time reasonably necessary for its transportation; provided, that in all suits against such corporation under this law the burden of proof shall be on such corporations to show that the delay was not negligent."

The Supreme Court, in the case of Texas Central Ry. Co. v. Hannay-Freriachs & Co., 104 Tex. 603, 142 S. W. 1163, said:

"Article 4496 [now 6554], Revised Statutes, placed the burden on the defendant to show that the delay was not negligent. Whatever circumstances contributed to produce the delay in spite of ordinary diligence on the part of the carrier, and to which circumstances the carrier did not contribute, were admissible to disprove negligence."

Interest on Claim.—It is urged by defendant that James C. Davis, plaintiff in error, being the representative of the United States government, and a judgment against him being in effect against the United States, the court erred in

rendering judgment against said Davis; that there is no authority of law for the rendition of a judgment against the government of the United States for interest on claims accruing under and by the terms of the Transportation Act of 1920 (U. S. Comp. St. Ann. Supp. 1923, § 10071½ et seq.). We have examined said act as found in title 61, Barnes' Federal Code, 1921 Supp., and find no authority for the contentions of plaintiff in error.

The provisions of the Act authorizing the appointment of a Director General or Agent of Railroads, and of the Agent of the President of the United States designated for the purpose of winding up the affairs of the United States Railroad Administration, evidently contemplated that plaintiff could sue such representative and recover judgment against him in causes of action that would otherwise be against the different railroad companies. Evidently litigants are authorized under these acts of Congress to bring suits against such representatives, and we know of no authority prohibiting trial courts from allowing interest on claims accruing either before or after judgment. Even if it can be held in effect that the judgment rendered created a liability against the United States government, yet suits being authorized by Congress against the representative of the Railroad Administration, we know of no reason why interest should not be allowed. On March 21, 1918, Congress passed the Federal Control Act, and section 10 thereof provides:

"Carriers while under federal control shall be subject to all laws and liabilities as common carriers, whether arising under state or federal laws or at common law, except in so far as may be inconsistent with the provisions of this act or any other act applicable to such federal control or with any order of the President. Actions at law or suits in equity may be brought by and against such carriers and judgments rendered as now provided by law; and in any action at law or suit in equity against the carrier, no defense shall be made thereto upon the ground that the carrier is an instrumentality or agency of the federal government." U. S. Comp. St. 1918, U. S. Comp. St. Ann. Supp. 1919, § 3115½j.

On February 28, 1920, the federal control of railroads terminated by an act of Congress, and it is provided in said act by section 206a (U. S. Comp. St. Ann. Supp. 1923 § 10071 ¼c) that the President shall appoint an agent against whom suits may be brought for claims growing out of federal control.

Article 4981, V. S. Tex. Civ. Statutes, provides that—

"All judgments of the several courts of this state shall bear interest at the rate of six per cent, per annum from and after the date of the judgment, except where the contract upon which the judgment is founded bears a specified interest greater than six per cent, per annum and not exceeding ten per cent, per annum, in which case the judgment shall bear the same rate of interest specified in such contract and after the date of such judgment."

Interest is payable on a claim growing out of an overcharge from the time when the money for which recovery is sought was actually paid under protest. Guffy Petroleum Company v. Hamill, 42 Tex. Civ. App. 196, 94 S. W. 458, writ refused; S. A. & A. P. Ry. Co. v. Smith (Tex. Civ. App.) 171 S. W. 282; M. K. & T. Ry. Co. v. Gray (Tex. Civ. App.) 160 S. W. 434; T. & P. Ry. Co. v. Erwin (Tex. Civ. App.) 180 S. W. 662; and other cases that might be cited.

By reason of the statutory rule and the well-established rule of decisions prevailing in this state at the time of the arising of the cause of action in the instant case and at the time of the trial, we feel that, in the absence of some statutory denial of such right to recover interest, interest is recoverable. To hold otherwise would deny the constitutional right of due process of law. Hill v. Davis, Agent (Tex. Civ. App.) 257 S. W. 340.

All assignments are overruled, and the judgment is affirmed.—260 S. W. Rep. 1081.

Midsummer Meeting at Fort Dodge.

A midsummer meeting of grain dealers will be held, under the auspices of the Western Grain Dealers Ass'n at Wahnonga Hotel, Fort Dodge, Ia., Wednesday, Aug. 6, for the purpose of general discussion and consideration of grain trade conditions, relating to the country elevator business including local marketing conditions, transportation, and terminal marketing conditions.

The contents of a question-box will provide the subjects for general discussion to a considerable extent. A good attendance is anticipated, and all classes of grain dealers are cordially invited to attend, regardless of membership in the Western Grain Dealers Ass'n.—Geo. A. Wells, sec'y.

Supply Trade

KANSAS CITY, MO.—On July 23d we moved our offices to the Coca Cola Bldg.—A. R. Young Material Co.

MAROA, ILL.—Business has picked up in rather a strong way, making additional men and a night shift necessary.—Maroa Mfg. Co.

SAGINAW, MICH.—Handlers of grain, beans and seed will be much interested in catalog No. 34 just issued by A. T. Ferrell & Co. This catalog describes, with illustrations, this company's entire line of cleaners. A copy of this catalog will be sent to Journal readers who write requesting it.

CLEVELAND, O.—H. M. Richards was recently appointed district manager of the American Rolling Mill Co. For a number of years he was located at the home offices of the company and in recent years has been attached to the Pittsburgh office. J. T. Hagan will be associated with Mr. Richards.

THE CALCUTTA grain bag market has been inactive in the Northwest but recent crop conditions have strengthened the market from an asking price of 8¼c to a sales price of 8½c. The Northern crop will be about 65,000,000 bus. and, as only 20,000,000 bags are on their way from Calcutta, the market will probably go to 9c before the end of the season, though higher prices are unlikely.

PITTSBURGH, PA.—A new process for making stainless, rustless steel and iron economically enough to produce commercially, is being tested in some of the largest and best equipped steel mills here. Ronald Wild, of Sheffield, England, the inventor, says the new process will make rustless tubes, automobiles and even ships possible. The process is being demonstrated by the inventor, his brother, and Geo. Pugsley, an expert open hearth and electric steel man of Sheffield. A group of New York capitalists, represented by D. R. Scanlan, are looking after the American rights.

MINNEAPOLIS, MINN.—The following elevators recently installed Strong-Scott Pneumatic Dumps: Miller Elvtr. Co., Peever, Wilnot, Andover, Rosholt and Eden, S. D.; Courtenay, Farmers Co-op. Ass'n (2 dumps), Courtenay, N. D.; Nat'l Elvtr. Co., Tolna, N. D.; Gallatin Valley Milling Co. and Montana Elvtr. Co., Danvers; Farmers Elvtr. Co., Broadview; Benchland Grain Co., Benchland; Montana Elvtr. Co. and Judith Basin Gr. Co., Coffee Creek; Montana Elvtr. Co., Pendroy; Kalispell Flour Mills, Kalispell; Equity Co-op. Ass'n, Brady; W. P. Devereaux Co., Hysham, Montana; Eagle Roller Mill Co., Lamberton, Revere, Clarkfield, Madison, Boyd, Hanska and Morgan, Minn.; McCaull-Webster Co., Ortonville, Minn.; Atlas Elvtr. Co., Ivanhoe, Minn.; Farmers Elvtr. Co., Arcadia, Ia.

KEWANEE, ILL.—Kewanee All-Steel Truck Lifts were recently installed in the following elevators: Inter-Ocean Elvtrs., Felt and Grainville, Ida.; North Side Elvtrs., Jerome, Ida.; Nampa Elvtrs., Nampa, Ida.; J. P. Olson, Tea, S. D.; Schulty Bros., Wentworth, S. D.; Madison Farmers' Elvtr. Co., Madison, S. D.; Wentworth Farmers' Elvtr. Co., Wentworth, S. D.; McLaughlin Equity Exchange, Manto, S. D.; Farmers' Elvtr. Co., Bryant, S. D.; K. H. Larson, Lake Mills, Ia.; Sully Equity Exchange, Sully, Ia.; Davis Bros. & Hakes, Weiston, Ia.; Thos. Ferris, Rutland, Ia.; Johnson & Berhow, Kanawaha, Ia.; Farmers' Co-op. Elvtr. Co., Kanawaha, Ia.; Kanorado Co-op. Ass'n, Kanorado, Kan.; Jackman Roller Mills, Minneapolis, Kan.; Liberal Elvtr. Co., Mullenville, Kan.; J. B. Jennings, Alma, Kan.; Moscow Grain Co., Johnson, Kan.; Rock Mill & Elvtr. Co., Manter, Kan.; Benson Grain Co., Heron Lake, Minn.; Farmers' Co-op. Elvtr. Co., Heron Lake, Minn.; Farmers' Co-op.

Elvtr. Co., Lake Wilson, Minn.; Farmers' Co-op. Com. Co., Fulda, Minn.; Greig & Son, Reading, Minn.; H. E. Frazee, Pelican Rapids, Minn.

"Pittsburgh Plus" Ruling Exceeds Powers of Federal Commission.

Commissioner Gaskill, in dissenting from the opinion by the other members of the Federal Trade Commission, in the Pittsburgh plus case, announced July 22, said:

The United States Steel Corporation is a legal entity. It owns a number of manufacturing plants located in various parts of the United States at which it produces, among other steel products, those which are the subjects of the present inquiry, viz., plates, shapes and bars. The policy of the corporation is to sell plates, shapes and bars only on a delivered basis. These products irrespective of the place of manufacture, are valued as though they were at Pittsburgh, and this uniform valuation of the products of the separate plants constitutes the "Pittsburgh base."

The corporation does not sell at the Pittsburgh base price. It quotes prices at Pittsburgh base plus freight to the point of consumption. This is "Pittsburgh plus." The actual selling price, however, involves another element. The mill from which delivery is made invoices the customer at Pittsburgh plus less the actual freight to the point of consumption.

What is added to Pittsburgh base to make the selling price is not the actual transportation charge nor a theoretical freight charge from Pittsburgh to the place of consumption, but is the difference between them.

Plates, shapes and bars are the raw materials of a subsequent industry. With them the fabricator commences. Through its subsidiaries the Steel corporation is engaged on this plane also.

The argument is made that there are manifestations both in the field of steel production and its fabrication, which indicate the operation of other than competitive forces and that the impelling cause or the protective agency through which that cause operates is Pittsburgh plus.

The law does not require absolute freedom of competition. Nor does the law enjoin the observance of sound economic principles. The Federal Trade Commission has not been given a mandate to establish any more the one than the other. It has to do solely with the legal concept of competitive requirements, however short that may be of the true standard. And if the laws permit the use of unsound economic principles it seems that this tolerance is the act of the body of citizens themselves and must continue until a clearer understanding is demonstrated in terms of a legislative declaration.

The existence of the Steel corporation, the scope of its operations, the power which it exerts, its actual or potential influence, has received legal sanction. The necessary consequences of its being and the natural results of its operation must be accepted also.

It may, without violation of any law of which I am aware, put the same price on all its products and base this price at one specific place if it so desires. In the sight of the law it is as though there was but one plant and its products.

The Pittsburgh base then is the exercise of a privilege which naturally and necessarily follows from the grant of power to combine the ownership of several plants.

Freight rates unquestionably create an area of preference with relation to a point of production. While this area of preference is extended as several points of production are combined under one ownership, the resulting preference which is lawful in the one instance is not made lawful by its greater extent in the second instance. What are preferences from one point of view are discriminations to the opposite observer. But it must be obvious that a preference or a discrimination, to be unlawful, must be something more than the natural and necessary implications of lawful advantage.

There is no law of which I am aware which requires a manufacturer to sell f. o. b. if he prefers to sell c. i. f., that is, to sell at the place of manufacture instead of delivered at his customers' warehouse. Or to sell from or at any particular mill. I am unable to find in law a warrant for holding that a delivered price policy is made unlawful because of the method used to calculate the selling price. And the results of this policy seem to me to be such as naturally and necessarily attend the antecedent legalized status. This being so, it simply means that these manifestations which are urged as indicative of unlawful action are outside the law, not that the causes which produce them are unlawful.

That satisfaction of the legal requirements may be deemed to fall short of economic justification does not increase this commission's powers nor enlarge its duties.

Future Trading Necessary.

Trading in futures needs only to be understood to be regarded as a quite desirable, actually necessary, part of the wheat business. It is usually referred to as "gambling" because of the popular preference for the use of words that are not understood. If it were described as "speculation," and the distinction between "futures" and "differences" were clearly understood, it would have been a difficult task to arouse popular enthusiasm against it. If only because dealings in differences are prohibited by the rules of all grain exchanges, and if satisfaction is derived from striking at ghosts.

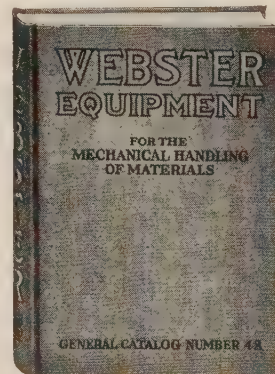
Dealing in futures is dealing in contracts to buy or sell something, at a future date which is fixed, and at which substantial delivery can be insisted on—provided, of course, that the contract is still open. It is said that on account of the immense volume of "futures," delivery is impossible, therefore dealing in them is "gambling"—there being an insufficient supply of the commodity to give solidity to every deal. In which case, every Government in the world is lending active support to—is profiting indeed not inconsiderably by—a nefarious practice, whenever it issues a promise to deliver gold in exchange for paper that has, at the time of issue, no gold actually behind it.

The world does not contain enough gold to pay even our Liberty Bonds, to say nothing of the billions of dollars worth issued by the many other sound Governments that have never repudiated an obligation. As for the gold behind the world's checking accounts, it does not represent, obviously, a hundredth part of what would be required were all the checks presented at one and the same moment. It is surely, a terrible pity that people find it necessary to talk and write without the preliminary of thinking. But both talking and writing are easier than governing or banking.—*The Review* of Strassburger & Co.

Big New Catalog by Webster.

General catalog No. 48, recently published by the Webster Manufacturing Co., Chicago, is filled from cover to cover with interesting and instructive illustrations and data regarding Webster equipment for the mechanical handling of materials.

The subjects of elevator equipment for the handling of various kinds of grain power



means of power transmission, bucket conveyors, screw conveyors, package conveyors, etc., are thoroughly covered. Included are tables on areas and circumferences of circles, decimal equivalents, weights and measures (both United States and British standards), numerous bar, wire, copper and brass sheet gages and specific gravities and weights of materials. Information is also given on the properties of the circle and trigonometric functions and solution of triangles.

The catalog is printed on a fine grade of white paper and bound into a volume an inch and three-quarters thick. The edition is limited for which reason the Webster Co. is sending it only to executives.

Feedstuffs

WASHINGTON, C. H., O.—The Fayette Grain Co. is installing a new feed mill.

CROSBY, MINN.—The Tanner Supply Co. has changed its name to Range Flour & Feed Co.

FREDONIA, KAN.—The Fredonia Linseed Oil Works Co. has removed its main office from Kansas City to Fredonia.

OZARK, ARK.—R. S. Jeffers and James Anderson have purchased the feed business of Reynolds, Jeffers & Blaylock.

NEW YORK, N. Y.—J. E. Murray, Inc., dealing in hay, was dissolved on July 1. Louis D. Ryan succeeds to the business.

BROX, N. Y.—The Mott Haven Feed Co., Inc., has been organized to deal in poultry feeds. Its capital stock is \$15,000.

ADRIAN, MICH.—The Martin & Charles Co. feed mill was recently destroyed by fire. The total loss was estimated at \$18,000.

RIVERSIDE, CAL.—The Dairyman Feed & Supply Co. has been granted permission to construct a 70x105 ft. warehouse to cost \$4,500.

CANTON, O.—Gehman & Barr are no longer engaged in the hay business. Mr. Gehman was a member of the Nat'l Hay Ass'n for 22 years.

BENSON, MINN.—The Benson Market, managed by V. Richards, has made an addition for feed grinding and installed a ball bearing attrition mill.

SAN FRANCISCO, CAL.—Approximately 576 tons of bran were received at this market during June, compared to 1,435 tons received during June, 1923.

ATHENS, GA.—The Fambro Feed Co. has recently been incorporated with a capital of \$10,000, by J. C. Fambro, H. D. Marbut and F. C. Shackelford.—P. J. P.

NEW SOUTH MEMPHIS, TENN.—The new seed house of the Valley Cotton Oil Co. is 50x100 ft. Some time ago the plant burned. It is now rebuilt and ready for business.

MEMPHIS, TENN.—F. W. Barr, who managed the brokerage business of J. S. Denyven & Co., handling mill feeds, etc., for the widow of the late Mr. Denyven, has purchased the property.

SEYMOUR, TEX.—Mr. Key has sold his interest in Key & Nichols to J. J. Nichols, his partner. Mr. Nichols has also purchased the Seymour Feed Store; previously owned by W. D. Coufal.

CHICAGO, ILL.—Packers Tankage Millfeed Co. has been incorporated with a capital of \$2,500 to manufacture and deal in feed for animals and poultry. The incorporators are Richard Cole, Saul Gilsey and Leroy G. Hodes.

Exports of Feedstuffs.

Exports of feedstuffs during May, compared with May, 1923, and for the 11 months ending with May, are reported by the Bureau of Foreign and Domestic Commerce as follows:

	May 1924	1923	11 mos. ending May 1924	May 1923
Bran and middlings, tons.	77	75	1,909	2,808
Cocanut cake, lbs.			58,454	2,290,804
Corn cake, lbs.		15,746		686,306
Cotton seed meal, lbs.	3,221,575	897,100	47,751,511	110,271,510
Linseed meal, lbs.	1,364,622	3,293,733	10,849,219	33,335,494
Linseed cake, lbs.	68,993,383	54,682,397	479,229,260	479,528,420
Screenings, lbs.	173,919	150,550	12,245,976	9,864,586
Corn feeds, tons	62	6	1,539	761
Other mill feeds, tons	519	800	7,481	32,811
Sorghum, kafir and milo				
maize, bus.	2,910	7,100	53,505	55,148
Prepared feeds, not medicinal, lbs.	1,925,488	1,733,970	16,138,858	18,409,093

SPRINGDALE, ARK.—Hugh Boatright, of Huntsville, Ark., has purchased the seed and feed business of C. M. Philips at Springdale. This item was previously published under a Springdale, Mo., head, which was incorrect.

MINNEAPOLIS, MINN.—Receipts of millstuffs during June, 1924, in this market, were 1,513 tons, compared with 5,711 tons a year ago. Millstuffs to the extent of 55,745 tons were shipped in the same month, compared with 43,505 tons a year ago.

SOUTH OMAHA, NEB.—The U. S. Agricultural Chemical Co. has filed trade mark No. 182,842 for stock and poultry feeds, which consists of a diamond with the letters "USAGO," forming a cross in the center, all letters except "A" being used twice.

PORTLAND, ORE.—Statter & Johnstone, dealers in flour and feed, have dissolved partnership. Business will continue with R. T. Johnstone and Walter Johnstone among the incorporators of the R. T. Johnstone Co., Inc. B. Statter is retiring from the organization.

EL MONTE, CAL.—Construction has started on a new fireproof warehouse for C. C. Stafford, dealer in hay and grain. Recently Mr. Stafford organized the milling and warehouse portions of his business into the C. C. Stafford Milling & Warehouse Corp., with paid up capital of \$50,000.

FORT WAYNE, IND.—The Columbia Feed Store has bot a controlling interest in the Wayne Dairy Supply Co. and has moved into the Globe Mills bldg. The firm is now known as the Columbia Feed & Dairy Supply Co., carrying dairymen's supplies in addition to its line of feed and seeds.

KANSAS CITY, KAN.—The Kornfalfa feed mill has been purchased by the Southard Feed & Milling Co., which will remodel and operate it. Acquisition of this mill is expected to double the Milling Co.'s output. The Kornfalfa mill was sold by creditors a few weeks ago and became the property of Mrs. Effie Speas, who sold it to the Southard concern.

ST. LOUIS, MO.—The Ovo Mill Corporation has filed trade mark No. 185,934 for baby-chick starting food, chick growing mash, hen laying mash, chick scratch feed, and hen scratch feed. An egg, standing on end, with a cracked portion thru which a baby chick is stepping, and fragments of shell scattered about the end, comprises the picture. "Ped-e-gree" is printed just under the butt of the egg, which comprises the topmost line of the picture.

NORTH KANSAS CITY, MO.—J. H. Staley, Carthage, Mo., and associates have announced plans for erecting a feed mill here. It is to have a capacity of 400 to 500 tons of chicken, dairy and other feeds, which also includes equipment for grinding 500 barrels of corn meal per day, and is to cost approximately \$125,000. An extra 600 feet of ground adjacent to the site, has been purchased. Erection of a flour mill on this ground is planned for the future. The new business will be managed by Weldon and Harry Staley, sons of J. H. Staley, who is interested in the Ball & Gunning Milling Co., of Carthage.

Adulteration and Misbranding.

Eastern Cotton Oil Co., Elizabeth City, N. C., shipped 212 sacks of cotton seed meal from Edenton, N. C., to Newark, Del., which examination showed to be adulterated. It was labeled in part: "Perfection Cotton Seed Meal * * * Manufactured by Eastern Cotton Oil Company, Elizabeth City, N. C. Guaranteed Protein * * * 41% Equivalent to Ammonia 8.00%." A substance low in ammonia (protein) had been mixed and packed with the product. Misbranding was alleged. On Jan. 25, 1924, the Eastern Cotton Oil Co., appearing as claimant, consented to the entry of a decree. Judgment of condemnation and forfeiture was entered. The Eastern company paid the costs of the proceedings and executed a bond for \$1,000 securing the property.

Mutual Cotton & Oil Co., Phoenix, Ariz., shipped 380 sacks of cottonseed meal to Denver,

Colo., which were seized upon the filing of a libel by the U. S. attorney for the district of Colorado, alleging adulteration and misbranding. The product was low in protein. A statement in the labeling, "Crude Protein 43.00 per cent," was considered false and misleading. Furthermore the article was an imitation of another article and offered for sale under the other article's name. The Mutual Cotton & Oil Co. appeared as claimant, admitted the allegations, paid the costs and executed a bond of \$800, whereupon the product was released.

Atlantic Export Co. shipped 336 sacks of brewers' grains from Montreal, Canada, to Rising Sun, Md., which were alleged to be adulterated and misbranded, by the U. S. attorney for the district of Maryland. A substance low in protein had been mixed with the product, thereby injuriously affecting its quality. The statement "Protein 25%" on the sacks was considered misleading. Stewart M. Ward Co., Rising Sun, Md., appeared as claimant, paid the costs of the proceedings and executed a bond of \$1,500. The product was released and ordered relabeled under direction of the U. S. bureau of chemistry.

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Grain Carriers

ON JULY 1, 92,607 box cars and 194,869 all freight cars were awaiting repairs, according to the car service division of the American Railway Ass'n.

AMARILLO, TEX.—The Panhandle & Sante Fe Ry. has a corps of engineers making a study of the territory between Tulia and Silverton, Tex. The building of a line between these towns has been proposed, but no decision reached.

ON I. and S. No. 2047 and I. and S. No. 2085 the Interstate Commerce Commission has held not justified the proposed proportional rates on grain from Chicago, Omaha and Minneapolis originating on the Rock Island, Northwestern and Sante Fe.

GRAIN AND grain products were loaded into 34,778 cars during the week ending July 5, according to the American Railway Ass'n. This was a decrease of 3,630 cars under the previous week but an increase of 3,705 cars over the same week in 1923.

CAR SHORTAGE for the period ending June 30 was 64 box cars, 3 coal cars, and 98 all freight cars. The surplus serviceable equipment for the same period was 153,550 box cars, 162,343 coal cars, and 356,389 all freight cars, reports the American Railway Ass'n.

FREIGHT TRAFFIC totaled 33,890,623,000 net ton miles on the class 1 carriers during May. This is 14.4% less than May, 1923, according to statistics from the Bureau of Railway Economics. Freight traffic for the first 5 months of 1924 was nearly 8% less than the first 5 months of 1923.

DURING the month of April 174,930 tons of wheat, loaded at Pacific Coast ports, moved thru the Panama Canal destined for Atlantic ports. Of the total 121,692 tons were shipped from Canadian ports, 47,238 tons from United States ports on the Pacific coast and the remainder from South American ports. Due to the new elevator facilities at Vancouver next year's movement is expected to surpass this year's record.

CLASS 1 carriers have 7,117 serviceable locomotives in readiness for the expected demand for motive power to handle a heavy movement of freight this fall. This is the largest number of locomotives the railroads have had in storage at any one time since May 15, 1922, when 7,366 were reported, according to the American Railway Ass'n. On July 1 locomotives in need of repair totaled 11,034, or 17.1% of the number on line.

PIERRE, S. D.—The C. & St. P. R. R., thru its attorney, E. L. Grantham, has appealed the decision of the South Dakota Supreme Court, which sustained the order of the State Railroad Commission providing for a milling in transit of grains shipped over the carriers in that state. The Commission ordered the roads to give grain, shipped to a milling point within the state, manufactured into flour, and shipped to another point, a thru rate, and do away with the present system of charging two local rates.

SIoux CITY, IA.—Grain products moving from here to practically all points in Illinois, have been granted lower freight rates by one of the roads leading from this city. Grain, shipped out of this market used to go thru the Omaha terminal. This is no longer necessary. Freeman Bradford, traffic commissioner and sec'y of the Sioux City Grain Exchange, says other railroad lines are expected to make similar reductions in rates, which will enable Sioux City to successfully compete with other western markets.

PROPOSED INCREASES of the proportional rates on grain and grain products from Omaha,

Minneapolis, Chicago and other markets and of the thru rates from stations in Iowa, Illinois, Missouri and Minnesota, met with defeat before the Interstate Commerce Commission at Washington, D. C., which thot them unjustified and refused approval. The Commission expressed the opinion that the proposed schedules would have been discriminatory against the Omaha, Minneapolis and Milwaukee markets, in favor of the Chicago and Kansas City Markets.

PHILADELPHIA, PA.—The shopcrafts union, System Federation No. 90, and the clerks and station employes' union, are likely to carry their suit against the Pennsylvania Railroad to the Supreme Court, due to the Refusal of the Federal Circuit Court of Appeals to sustain the employes' contentions that their wages should be increased and the working regulations authorized by the Railway Labor Board enforced. The shopcrafts federation also wants \$15,000,000, which it claims is due in back pay under a decision of the Labor Board. The workers charged the Pennsylvania System with conspiracy to deprive them of civil and statutory rights, and sought redress.

A COURT decision on the right of the United States Railroad Labor Board to compel participation in wage discussions may result from the issuance of subpoenas demanding appearance of union officials to confer with railroad officials on the wage controversy embracing engineers, firemen, and enginemen. The subpoenas result from the refusal of the union men to attend the wage controversy hearing upon the invitation" of the Board, for fear such action would be considered as waiving their objection to the assumption of jurisdiction by the Board. Intervention of the later body was caused by a hopeless deadlock between carrier officials and union officials.

THE ATTEMPT by the Chicago Board of Trade and Milwaukee Chamber of Commerce to secure a readjustment of rates from Iowa shipping points on the grounds that a preferential adjustment exists to St. Louis, Kansas City, Omaha, and other markets may succeed. The case could not be successfully handled outside the Interstate Commerce Commission, so was filed with that body in a formal complaint assigned Docket 15511, Chicago doing the filing and Milwaukee intervening. Examiner Pine heard it in Chicago May 23-26, inclusive. An attempt was made to prove maladjustment of rates to the extent that Chicago and Milwaukee rates are too high when compared with the rates of other markets. Results have not yet been attained.

ST. LOUIS, Mo.—Readjustment of carload rates on grain and grain products moving from points in southeastern Missouri to Memphis, Tenn.; New Orleans, La., and other points in the Mississippi Valley, and between points in southeastern Missouri and St. Louis, Mo.; Cairo, Ill., and related points, as proposed by various railroads, was found justified by the Interstate Commerce Commission. But the Commission refused to grant the readjustment of rates on coarse grains moving to New Orleans from the before mentioned territory, because "they exceed rates 10% less than those proposed on wheat from the same points to New Orleans; rates from Oran and Jackson, Mo., to Cairo, Ill." The approved readjustment will result in both increases and decreases in the rates.

SIoux CITY, IA.—The proposal of the railroads to cancel the thru rates on grain from Sioux City to northwestern Iowa, Colorado and Utah destinations, substituting combination rates in their stead, brot a wave of protest from the Sioux City Traffic Bureau and the Sioux City Grain Exchange. "The change would be greatly to the disadvantage of the Sioux City Exchange," declared J. C. Mullaney, its pres., in declaring the organization's intention to protest, "and greatly in favor of the Omaha Exchange. It would eliminate us from competition against Omaha in the Denver and Salt

Lake City markets and other markets in Colorado and Utah." Rates on grain moving Colorado and Utah destinations, said F. Bradford, sec'y and traffic manager of the Exchange, now average 33c per cwt. Combination rates would bring the average to about 41c. The cancellation is scheduled to be effective Aug. 1.

CONTENDING the grain rates from Utah and Idaho to points east as far as Chicago and southeastern states, and to Pacific Coast states, the Ogden Grain Exchange has filed 2 complaints before the Interstate Commerce Commission. The reasonableness of rates to stations in Alabama, Arkansas, Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, Nebraska, Oklahoma, Tennessee, Texas, Wisconsin, Arizona, California, Oregon and Washington are doubted. The tariff from Colorado, Montana, Oregon, and Wyoming to Utah and Idaho is also questioned. The Exchange has brot each case thru the Traffic Service Bureau of Utah and proposals that both the states of Utah and Idaho intervene on behalf of the general taxpayer interest, have been advanced. This is the first time a case covering the entire grain rate situation affecting Utah and Idaho has ever been started, according to officials.

THE RAILROAD OWNERS Ass'n, recently organized to protect the railroads and give legislators a better understanding of railroad conditions, is utilizing the present lull in congressional activities to the fullest extent to perfect the machinery of the organization. Circulars are being mailed to stockholders in a number of important railroad corporations, which contain a blank form of application asking the stockholders to announce their willingness to join. Membership carries no financial obligations other than voluntary contributions. Suggestions say contributions of one dollar or more will put the Ass'n's plan in operation, as the biggest item of expense will be payment of counsel, for which several prominent lawyers are being considered by the com'te in charge of the details of organizing. The Ass'n plans to provide representation before the Interstate Commerce Commission on all matters of interest to railroad owners and to give legislators greater cognizance of the railroad situation. A drive to acquaint the farmer with railroad facts and their relation to him is also planned.

WILD CORN is claimed to cause heavy losses to cultivated corn on overflow land along the Ohio and Wabash Rivers in Posey and Vanderburg counties, Ind., and Henderson County, Ky., according to "Wild Corn, a Serious Weed in Indiana," by A. A. Hansen (*Ind. Acad. Sci. Proc.*, 38 (1922)). Successful control of the weed is only effected by cultivation as the farmers will grow practically nothing but corn on the overflow land. Since wild corn is an annual plant it is possible that keeping up plants from seeding for a single season would cause riddance of the pest, providing seeds did not remain fertile in the soil thru the second winter.

Ask Reduction of Charges for Diversion and Reconsignment.

J. S. Brown, manager of the Transportation Department of the Chicago Board of Trade, has requested the National Industrial Traffic League to take up the matter of reducing the charge for diversion, reconsignment or disposition of traffic, suggesting that where the charge is now \$1.35 it be reduced to \$1, where it is now \$2.25 or \$2.70 to \$2, and where the charge is now as high as \$6.30 or less reduce to \$5.

As the question will be handled by the League's Diversion and Reconsignment Committee, grain dealers are urged to make their views known to the chairman of that com'te, H. D. Rhodehouse, Youngstown, O., before his com'te meets.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

E. J. & E. I. tariff No. 25-F, Ill. C. C. No. 446, effective Aug. 11, increases rates on feed between points in Illinois.

C. & E. I. tariff No. 60, gives the rules governing milling and malting in transit privileges on grain and grain products at C. & E. I. stations, effective Aug. 10.

C. R. I. & P. supplement No. 14 to tariff No. 31408-C, effective July 31, makes some reductions in certain rates applying on wheat and corn, gives the commodity description of grain and grain products, and general instructions.

C. I. & L. supplement No. 2 to tariff No. 505-C gives rules applying on carloads of grain from C. I. & L. stations to be milled in transit at Monticello, Ind., effective on interstate traffic Aug. 15; on Indiana intrastate traffic July 23.

C. R. I. & P. supplement No. 5 to tariff No. 27537-I gives numerous rates on wheat and corn, which become effective Aug. 1. General rules and instructions on the moving of grain and the application of proportional rates are also given.

C. I. & L. supplement No. 3 to tariff No. 1200-C gives rules governing the milling or malting in transit of carloads of grain at Indianapolis, Ind., issued July 10, effective on interstate traffic, Aug. 15; on Indiana intrastate traffic, July 23.

C. & E. I. supplement No. 1 to tariff No. 60, effective Sept. 9, gives rules governing milling and malting in transit privileges on grain inbound; equivalent out-bound; mixed shipments of grain and grain products; and deficiency in weight, on privileges extended at C. & E. I. stations.

J. C. supplement No. 1 to tariff No. 601-J—and supplement No. 14 to tariff No. 601-I reduces the rates from Council Bluffs, Ia., and Omaha and South Omaha, Neb., when originating beyond, to Hopkinsville, Ky., (see Rule 45, page 46 of tariff), on wheat and articles taking wheat rates, to 16.5c per 100 lbs., and corn to 15c per 100 lbs., effective Aug. 15.

C. & A. tariff No. 1596-II gives joint and proportional rates on grain and grain products, in carloads, moving from stations in Illinois on the C. & A., C. & I. M. and C. & N. W., also from Louisiana, Mo., to Baton Rouge, La., Key West, Fla., Mobile, Ala., New Orleans, La., North Baton Rouge, La., Pensacola, Fla., Port Charlotte, La., and Westwego, La., for export; effective July 30.

C. R. I. & P. tariff No. 28405-F gives local, joint and proportional rates on hay, straw and corn husks, in carloads, from stations in Arkansas, Colorado, Kansas, Louisiana, Nebraska, New Mexico and Oklahoma, also Joplin, Mo., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., Texarkana, Ark.-Tex., and other stations in Alabama, Arkansas, Louisiana, Mississippi, Missouri and Oklahoma. It is effective Aug. 23.

C. R. I. & P. supplement No. 6 to tariff No. 27537-I, effective Aug. 7, gives general instructions on the application of Rule 77 from intermediate points, Item 56, application of Rule 77 to intermediate points, Item 57, sacks or containers, empty, with grain products, Item 60-A, and surrender of inbound expense bills moving under proportional rates from Minneapolis, Minnesota Transfer and St. Paul, Minn., Item 70-D, and rates in Items Nos. 220-B and 230-A.

C. R. I. & P. supplement No. 21 to tariff No. 28675-F, effective Aug. 22, restores the rates on grain, grain products, broom corn, alfalfa cake and meal, linseed cake and meal and seeds, moving to Guthrie, Okla., to which all freight charges must be prepaid as no agent is in charge. Some reductions and advances in the rates on flaxseed, millet seed, castor beans, hemp seed, Hungarian seed, pop corn, broom corn seed, and broom corn between certain stations are also given.

I. C. supplement No. 28 to tariff No. 1537-G, effective Aug. 20, reduces the rates on wheat, flour, barley, corn and oats from Bloomington, Decatur, Springfield, East St. Louis, Ill., St.

Louis, Mo., Pekin and Peoria, Ill., to Stillwater, Minn., over the C. St. P. M. & O.; and the rates on cottonseed, loaded not less than 30,000 pounds to the car, from Balcom, Cache, Carbondale, Cobden, Grand Tower, Makanda, Mound City, Mounds, Murphysboro, Olive Branch, Reynoldsville, Sand Ridge, Ullin, We-taug, and Wolf Lake, Ill., to Cairo and East St. Louis, Ill. Some re-issues are also made in this supplement.

I. C. railroad has issued freight tariff No. 601-J, which cancels 601-I, of local, joint and proportional rates applying on grain, grain products, feed, hay, meal, seeds, straw, flax fibre and moss, and some other articles, between stations in Iowa, Minnesota, Nebraska and South Dakota, on the I. C., C. R. & I., C. C. W., Ft. D. D. M. & S., G. N., and W. C. F. & N. carriers, and Chicago, Ill., Milwaukee, Wis., Minneapolis, Minn., Omaha, Neb., Peoria, Ill., St. Louis, Mo., Ohio River Crossings, and other stations in Illinois, Indiana, Iowa, Kansas, Kentucky, Minnesota, Missouri, Ohio, South Dakota, and Wisconsin, effective Aug. 4.

C. R. I. & P. supplement No. 11 to tariff No. 22000-H, effective Aug. 14, gives Items Nos. 32, 33, and 34, Rule 77, general and specific instructions concerning application of the rule. Also it reduces the rate on flaxseed, and articles taking the same rates, from Chicago, Ill., when the shipments originate beyond, to St. Paul, Minneapolis, and Minnesota Transfer, Minn., subject to Rule 77, Item No. 33, to 15½c per 100 lbs.; and the rate on wheat, wheat flour and corn and articles taking same rates, from Wilson Siding Elevator, Ill., routed via I. T. S., I. & P., to Chicago, Joliet, South Chicago, and Minooka, Ill., and C. R., on the C. R. I. & P., to 9c per 100 lbs.

CLASS 1 railroads installed 11,364 freight cars and 153 locomotives in May, says the American Railway Ass'n. In April 9,539 cars and 97 locomotives were pressed into service.

Rate Fight Lost by Mississippi-Missouri Valley Producers.

Overruling the protest of Kansas, Oklahoma, Missouri, Minnesota, Iowa, South Dakota, and Nebraska representatives of farmers and farm organizations, called in a meeting at Kansas City to protest reopening the Kansas grain rate case, July 14, by J. W. Greenleaf, chairman of the Kansas Public Utilities Commission, the Interstate Commerce Commission refused to order reductions in western railroad rates on grain, grain products and hay. The fight was begun 2 years ago by C. M. Reed, former chairman of the Kansas Commission. Since March the Interstate Commission has had it under advisement.

The desired reductions would have lost about \$17,500,000 to the roads in the cereal-growing region annually. Railroad earnings in the region east of the Rocky Mountains to the Great Lakes and south to Texas did not, in the opinion of the majority of the Interstate Commission, justify such a reduction. Contrariwise, the condition of the producers in that territory has been slowly improving.

C. M. Reed, speaking for the farmers, contended that the deflated prices of grain products required a lower freight level and said the cuts in the rates would be justified as the valuation of railroad property used was less than the Commission figured, while the maintenance expenditures of western railroads, during 1923, were unduly swollen.

Commissioner Lewis, disagreeing with the majority rule of the Commission, also that the grain prices had dropped to a lower permanent price level. He suggested the railroads should lower the rates on grain and raise the rates on other commodities to maintain their earnings. One or two other dissenting commissioners did not think increases on other commodities would be necessary.

But the Interstate Commerce Commission held to its decision, contending the rates on grain, grain products and hay were reasonable on the whole. Necessity of even local or regional adjustments could not be found.

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Robinson Telegraph Cipher Code: With 1912 and 1917 supplements, is for domestic grain business. Leather bound, \$2.25; cloth bound, \$1.75.

Millers Telegraphic Cipher: 1917 edition. Designed especially for the milling and flour trades. 77 pages, 3½x6 inches, paper bound. Price \$2.00.

Cross Telegraphic Cipher Code: 7th edition revised for provision and grain trades. Contains 145 pages 4½x5½ inches, bound in cloth. Price \$2.00.

A. B. C. Improved Fifth Edition Code, with Supplement: Reduces cable tolls 50% thru the use of five-letter code words, any two of which may be sent as one word. Price in English, \$20.00.

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GRAIN DEALERS JOURNAL
309 So. La Salle St., Chicago, Ill.

Supreme Court Decisions

Landlord and Tenant.—Where a tenant without his landlord's consent seeks to remove from the premises any portion of the commercial crops before the rent is due, he is subject to distraint immediately, no matter what may be the purpose or intent of such removal.—*Peterman v. Dunaway*. Court of Appeals of Georgia. 122 S. E. 727.

Failure to Ship.—Where shipment was to be made when buyer furnished shipping instructions and cars, held that, in absence of arrangements for cars and instructions, seller could not be put in default so as to fix time for measuring damages by failure to answer buyer's demand for shipment.—*J. H. Hamlen & Son, Inc., v. Rosengrant*. Supreme Court of Alabama. 100 South. 217.

Connecting Carriers.—Bona fide payment by initial carrier on judgment against it for total damages from delay in interstate shipment is conclusive as to amount between it and connecting carriers under Cummins Amendment (U. S. Comp. St. § 8604a), and leaves to further adjustment between them only allocation of responsibility for loss.—*Burd v. San Antonio Southern Ry. Co.* Commission of Appeals of Texas. 261 S. W. 1022.

Texas Net Container Act Unconstitutional.—Since variance in per cent of moisture in beans sold in packages arises from a cause over which seller thereof has no control and a variance in weight cannot be attributable to him, Net Container Act, penalizing failure plainly to mark packages of food stuffs with net weight of contents, is unconstitutional as applied to beans.—*Ex parte Lysaght*. Court of Criminal Appeals of Texas. 260 S. W. 860.

Unreasonable Rejection of Stevedore for Grain Charter.—Charterer's rejection of stevedore appointed by the vessel, and disapproval of a further list submitted, all of whom were qualified and efficient, and insistence on another, whose price was 20 per cent greater than that of the vessel's appointee, was unreasonable; no satisfactory explanation therefor being given.—*Pool Shipping Co. v. Hansen Produce Co.* U. S. District Court, Maryland. 296 Fed. 236.

Sale of Customer's Security.—An agreement that stocks and bonds, bought and carried by a brokerage firm for the account of a customer, might be loaned or pledged at any time for the amount of such customer's indebtedness without further notice to him, gave members of such firm no authority to sell stocks held as collateral security for a debt due from such customer without notice to him.—*Pearson v. Kurtz*. Supreme Court of Pennsylvania. 124 Atl. 272.

Acceptance of Oats Out of Condition.—Buyer has a reasonable time within which to inspect goods; but, if he knows of defects or accepts them without inspection after lapse of a reasonable time, he waives all objections to their condition. Where, after buyer had

inspected oats, he wrote seller without mentioning result of inspection and reiterated his promise to accept and pay for them, held, that buyer waived his right to object to condition of oats.—*Smith Bros. Grain Co. v. Adluh Milling Co.* Supreme Court of South Carolina. 122 S. E. 868.

Property Right in Exchange Quotations.—A contract between the New York Cotton Exchange and the Western Union Telegraph Company, whereby the telegraph company agreed not to furnish continuous quotations to any person without the consent of the exchange, is not in restraint of trade or commerce and does not create a monopoly or attempt to monopolize any part of interstate commerce in violation of Sherman Act (Comp. St. § 8820 et seq.) and Clayton Act. The New York Cotton Exchange has a property right in quotations which it collects and as such owner is under no legal duty to sell its quotations to any particular person, and not to all because it sells to some.—*Moore v. New York Cotton Exchange*. U. S. Circuit Court of Appeals. 296 Fed. 61.

Advise Placing Elevators Under Special Body.

A recent report of the Royal Grain Inquiry Commission, of Canada, takes into consideration the operation and control of Vancouver Harbor Commission elevators. It says:

For the present the terminal elevators owned by the government of Canada in western Canada under the superintendence of an officer of the Board of Grain Commissioners. We recommend that the operation and management of these government elevators should be divorced entirely from the Board of Grain Commissioners. We do not go so far as to recommend whether they should be operated by a special commissioner, directly under the Minister of Trade and Commerce, or by a special representative national body created for the purpose. Both of these suggestions were placed before us. The principle we wish to lay down is that the operation of government elevators should be centralized and should be entirely separate from the general regulatory body in control of the trade. Our conclusion is, therefore, that while the elevators of the Vancouver Harbor Commission should be taken over by the government of Canada they should not be placed under the management of the Board of Grain Commissioners, but along with the other terminal elevators vested in the crown, the management should be placed under a special commissioner or statutory body created exclusively for that purpose.

We point out there are certain elevators in eastern Canada which are either vested in the crown or have been financed on the national credit. It may well be that those elevators could be brought under the management of the body or special commissioner charged exclusively with the operation of government elevators.

In any event this commissioner or statutory body should in every respect be under the jurisdiction and control of the Board of Grain Commissioners and should operate under license from the Board in exactly the same way as any private company operating elevators.

We believe that responsible management being centralized under authority exclusively charged with the operation of government elevators would increase the efficiency of these plants. The storage elevators at Moose Jaw, Saskatoon, Calgary and Edmonton could be operated in close connection with the terminal elevator at Port Arthur and the elevators at Pacific ports. On the other hand, it would leave the Board of Grain Commissioners entirely free for the very heavy and responsible duties of general regulation.

Imports and Exports of Seeds.

Imports and exports of seeds for May, compared with May, 1923, and for 11 months ending with May, are reported by the Bureau of Foreign and Domestic Commerce as follows:

	IMPORTS			
	1924	May 1923	11 mos. ending May 1924	11 mos. ending May 1923
Alfalfa, lbs....	610,704	184,261	12,095,074	4,648,713
Beans, lbs....	9,268,331	11,161,428	50,100,078	151,442,305
Clover, lbs....	544,581	379,112	52,807,534	13,747,520
Other gr. seeds, lbs.	59,534	223,670	4,490,230	6,894,001
Peas, lbs....	746,422	507,177	14,617,513	25,102,468
	EXPORTS			
	1924	May 1923	11 mos. ending May 1924	11 mos. ending May 1923
Alfalfa, lbs....	8,945	22,524	309,751	397,670
Beans, bus....	34,776	43,109	656,016	612,860
Peas, bus....	5,450	8,303	108,210	89,785
Clover, lbs....	59,008	97,319	794,019	4,326,001
Timothy, lbs....	432,784	833,939	15,455,945	19,943,493
Other gr. seeds, lbs.	146,547	167,823	3,349,737	3,971,426

Seeds

EL PASO, TEX.—Heid Bros., Inc., have installed facilities for cleaning field seeds.

AUBURN, NEB.—The Auburn Seed Co. has been organized here to retail a general line of seeds.

NEW YORK, N. Y.—Max Schling has taken possession of a new seed store. He is equipping it completely.

CANADIAN FLAXSEED area is reported at 764,500 acres, compared with 629,938 acres in 1923. The crop condition is 95% of the 10 year average.

OMAHA, ILL.—Meyer & Meyer recently incorporated for \$10,000. Incorporators were Fred, H. J., Rebecca and Mollie Meyer. The deal in seeds.

CINCINNATI, O.—Wilder Seed Store Co. which has been operating for a number of years, has become incorporated with a capital stock of \$25,000.

TOLEDO, O.—C. M. Saunders Co. has been incorporated with a capital stock of \$25,000 to deal in seeds, etc., by C. M. Saunders, S. Fulton and H. L. Long.

CRAWFORDSVILLE, IND.—The Crawfordsville Seed Co. was recently incorporated with a capital of \$100,000, by A. H. Flanigan, S. Herr and F. R. Freeman.

EAST ST. LOUIS, ILL.—The Samuel Weisman Seed Co. suffered a loss estimated at \$45,000 on June 30, when fire destroyed the frame 2-story main building of the firm. Insurance partially covered the loss.

INDIANAPOLIS, IND.—The Indianapolis Board of Trade elected Edw. M. Burge, chairman; Tully C. Crabbs, and LeRoy Urnston to serve on the seed com'te for the ensuing year, at its July 7 meeting.

FARGO, N. D.—The Northwest Seed Growers Inc., was recently organized here, with a capital stock of \$25,000, by W. R. Porter, of Fargo; H. A. Nelson, of Detroit, Minn., and O. L. Sondrall, of Moorhead, Minn.

ROCHESTER, N. Y.—Directors of James Vick's Sons, seed dealers, at a recent meeting elected the following officers: Wm. H. Dilline, pres. and treas.; H. W. Allen, vice-pres.; F. W. Price, ass't treas.; H. F. Remington, sec'y.

INDIANAPOLIS, IND.—Many corn fields have been planted with soy beans and cow peas in this state, materially increasing the acreage of these crops over last year. They will be used for silage and hogging off.—G. C. Bryant, agricultural statistician.

MINNEAPOLIS, MINN.—Minneapolis received 296,000 bus. of flaxseed during June, 1924, compared with 481,030 received a year ago, and shipped 77,660 bus. of flaxseed, compared with 53,230 bus. a year ago.

NEW YORK, N. Y.—The New York Produce Exchange Board of Managers and newly elected officers have appointed the following on the Seeds Com'te for the ensuing year: William Jacot, chairman, Marshall H. Duryea, Ernst Wehncke, and O. W. F. Randolph.

LANSDALE, PA.—F. P. Cassel, founder of F. P. Cassel's Son, dealing in seeds, died at the age of 75, on July 9, at 4:15 in the morning. He had not been well since March, but was showing considerable improvement up to his death. Four daughters and a son survive him.

ST. JOSEPH, MO.—James Farber, 67 years old, a St. Joseph seed dealer for many years, died at his home July 5. On June 19 Mr. Farber had had a wisdom tooth extracted. Infection followed and he became confined to his bed. From July 1 till the time of his death he remained unconscious.

Consolidated Adjustment Co. Railroad Claim Adjusters Association Building CHICAGO

Charges—33½% of the amount collected.

No charge if nothing collected.

Handling more than 10,000 claims annually

A VERY good poster advocating the sowing of wheat at the right depth, at the right time, showing how early preparation and rotation of crops improves the yield and cuts down on the growth of weeds, and giving statistics to prove its statements, has been prepared by the Southwestern Wheat Improvement Ass'n, Kansas City, Mo., and is now being distributed.

OKLAHOMA CITY, OKLA.—Grain sorghums condition on July 1 was 74% of normal, compared with 81% July 1, 1923. The prospective yield per acre is 17 bus., compared with the harvested 12 bus. per acre in 1923. Total estimated production is 23,562,000 bus.—over 5,000,000 bus. more than last year.—J. A. Whitehurst, pres. Oklahoma State Board of Agriculture.

WASHINGTON, D. C.—The condition of grain sorghums on July 1, as shown by the July 9 report, was 77.3% of normal, compared to 85.3% a year ago, and 85.1%, the 10-year average. The growing condition expressed in percentage of the 10-year average (not normal) of grain sorghums was 90.8%.—Bureau of Agricultural Economics, U. S. Dept. of Agriculture.

ATHENS, TEX.—An international parcel post corn show will be held here from Sept. 29 to Oct. 4, inclusive. C. H. Cox is in charge of the exhibition. One individual may enter only one ear of corn which must be sent to the show by parcel post. The grower of the best single ear of corn produced in the world during 1924 will be proclaimed world's champion. First prize is to be \$500.

OKLAHOMA CITY, OKLA.—Grain sorghums have been reduced by 12% from the area sown last year, being estimated at 1,340,000 acres. The July 1 condition in this territory was 73% of normal, indicating a yield of 15.7 bus. per acre, with a probable total production of 21,031,000 bus. Last year the acreage was 1,523,000 and the production 18,276,000 bus.—Division of Crop & Live Stock Estimates, U. S. Dept. of Agriculture.

TOLEDO, O.—Clover ruled strong and sharply higher the week ending July 19, October increasing its premium over December. The advance was due more to lack of offerings than volume of demand. The upturn brought out profit taking and some foreign selling. The few reports we have received during the week indicate that hay crop is very late, but generally favorable conditions. The size of the crop is dependent upon weather conditions during the next two months.—Southworth & Co.

SEVIER WHEAT, by G. Stewart (*Jour. Amer. Soc. Agron.*, 15 (1923), No. 10) describes a form of the cereal found in Sevier County, Utah, as between durum and common wheat, tho it was found before durum wheat had been officially introduced into United States. Under irrigation it grows as spring wheat; on the dry farm as winter wheat. It contains several distinct strains, some of which are resistant to black stem rust, while others are susceptible. Diversity of its baking qualities suggest a hybrid origin.

JEFFERSON CITY, MO.—Meadows improved during the month of June considerably, with the possible exception of timothy hay. Haying was made difficult and alfalfa and clover in many fields was damaged by unfavorable weather. The acreage of soy beans increased 50%, while the acreage of cow peas was slightly decreased, following an increase in the area planted to cotton. Kafirs are planted on a larger acreage, due to the corn situation and the need for increased forage crops.—Jewell Mayes, Missouri State Board of Agriculture.

TWIN FALLS, IDA.—A strange disease attacking the 60,000-acre bean project near Twin Falls, has been materially checked by cool weather continuing prevalent. The disease, a form of wilt, was examined by F. E. Whitehead, entomologist, thru the University Extension Division, and discovered to be a disease of the plant itself. Farmers plowed up several fields

near the west end of the project, due to the havoc played by the disease, but officials say the per cent loss is small. Unless the disease becomes prevalent to a marked degree the yield will be little affected. Some of the plowed up fields have been planted to beans again and a late crop is expected.

Soybeans for Seed and Feed.

Soy beans are being grown extensively today for the production of seed for seeding purposes. While the acreage of this crop is expanding rapidly there will be a market for seed at present prices, which range from \$1.75 to \$3 per bushel. Such prices cannot be long maintained. There will probably be, however, an increasing demand for soy-bean seed for the manufacture of oil. After more seed becomes available at lower prices, additional plants will be established for manufacturing soy-bean oil. It is doubtful, however, if any large quantity of soy beans could be utilized economically for oil production at present seed prices.

Soy-bean seed will find its greatest field of usefulness as a concentrated stock feed. In feeding value it compares favorably with the concentrated feeds, such as cottonseed and linseed meal. When fed with a mineral mixture it may also replace tankage as a supplement to corn in fattening hogs. By the use of soy beans it will be possible for the live-stock feeder to produce on his own farm the high-protein concentrated feeds which are generally purchased at the present time at extremely high prices.

Soy beans have an important place on the farms of eastern Kansas. They may be grown for hay, for concentrated feed, sold as a cash crop, or used as a combination crop with corn for hogging down and for soil improvement. The crop will be found especially valuable on soils where alfalfa cannot be successfully grown without supplying lime and phosphorus. On such soils soy beans may become the most valuable crop on the farm.—L. E. Call, Prof. of Agronomy, Kansas State Agricultural College.

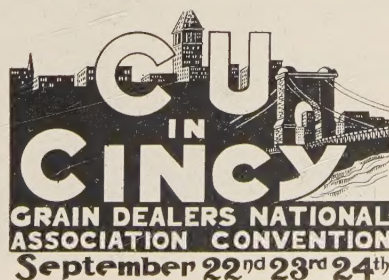
Rapid Loading of Boats at Montreal.

Its best previous record of 240,000 bus. loaded in 9½ hours made in August, 1922, was broken by Elevator B at Montreal, Que., on July 8 when 274,590 bus. No. 1 Manitoba wheat was put into the steamer Innerton in 6¼ hours.

Four spouts worked simultaneously from 7:30 to 11:15 and 1 p. m. to 3:30 p. m., when all the ship's cargo was aboard. This result is gratifying to the Montreal Harbor Commissioners, as showing the efficient working of their recent additions to the facilities of Elevator B.

Books Received

SUMMER WILD FLOWERS, by J. Francis MacBride, Ass't Curator, Taxonomy, Department of Botany, is the 3rd of a series of leaflets illustrating some of the more common or attractive wild flowers of the Chicago region. It is published by the Field Museum of Natural History, Chicago, Ill. Price, 25c.



Railroad Claim Books

require little of your time for filing, and contain spaces for all the necessary information in the order which assure prompt attention on the part of the claim agent. They increase and hasten your returns by helping you to prove your claims and by helping the claim agent to justify payment.

Form A is for Loss of Weight in Transit Claims.

" B—Loss in Market Value Due to Delay in Transit.

" C—Loss in Quality Due to Delay in Transit.

" D—Loss in Market Value Due to Delay in Furnishing Cars.

" E—Overcharge in Freight or Weight.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two-page index, instructions and summary showing just which claims have not been paid, and four sheets of carbon.

The five forms are well bound in three books, as follows:
411-A contains 100 sets all Form A. Price, \$2.00.
411-E contains 100 sets all Form E. Price, \$2.00.
411-5 contains 60 sets Form A, 10 Form B, 10 Form C, 10 Form D and 10 Form E. Price, \$2.00.

Grain Dealers Journal

309 South La Salle St. Chicago, Ill.

YOU can get CARS

if you proceed properly in filing your order and follow it up persistently, earnestly and stubbornly with duplicating Car order blanks.

These formal orders give the station agent a feeling of responsibility, and often bring cars when verbal orders fail. By keeping a carbon copy of each order for cars would-be shipper has a complete record of all efforts to obtain cars—a certain proof in case of unreasonable delay by the railroad company.

CAR ORDER BLANKS are bound in book form. Each book contains 50 originals, 50 duplicates and 3 sheets of carbon. The originals are machine perforated so may be readily torn out, while the duplicate remains in the book.

If you wish station agent to heed promptly your orders for cars use Form 222 C. O., Price 75 cts.

Grain Dealers Journal

309 South La Salle St. Chicago, Ill.

Grain Weevil.

BY JOHN J. DAVIS,

Chief of Entomology, Purdue University.

Grain Weevil have always done much damage to stored grain in the winter wheat regions, but some seasons they are more active and appear in all grain store houses, which results in serious damage to stored grain. Loss results from:

Reduced weight of grain.
Reduced value as seed.
Pollution of grain, rendering it unsatisfactory for feed.

Species and life histories: The so-called grain weevils include certain species, particularly snout-beetles, which develop within the grain and other beetles which feed externally. The immature stage in all cases is a larva or grub. The true granary weevil, cadelle, and other grain beetles attack only stored grain while the rice or black weevil may develop continuously in stored grain and may also develop in ripening grain in the field. This latter and all other grain infesting insects which attack ripening grain in the field are seldom destructive north of the southern third of Indiana.

The true weevils, including the granary weevil and the black or rice weevil, which develop within the grain, the immature stage being a small grub.

Beetles other than snout beetles, the larvae of which do not feed within a single grain but crawl about actively, feeding here and there. The adults, which are small, more or less flattened, brownish or blackish beetles including such common species as the cadelle and saw-toothed grain beetle, may also feed in a manner similar to the larvae.

Mealworms, grain moths, and mites are also sometimes common in granaries, and are in general subject to the same control as the weevils.

Control—Sanitation and Practices: 1. Desirable to dispose of all grain before the latter part of May.

2. Before storing new grain, thoroughly clean bins and adjacent premises. Remove and feed or otherwise dispose of waste grain and spray the cracks where old grain may be lodged, with kerosene or similar material. Grain bags should also be cleaned.

3. Thrash grain promptly and store in tight, deep bins.

4. Granaries should be built apart and away from the barn, where possible, and according to plans which will minimize the chances of weevil infestation and enable proper fumigation.

5. Grain held from year to year increases damage from weevils.

Treatment: Use carbon bisulphide, one pound (9½ fluid ounces) to 100 cubic feet (80 bushels) to fumigate grain in sacks or in bin. Bins or other containers should be as tight as possible. The liquid may be applied by pouring on sacks and these pushed down into the grain about a foot to insure more ready and thorough distribution of the gas. Or, sacks may be pushed to half their length into the mass of grain and the carbon bisulphide poured on the exposed ends of the sacks. Immediately after applying cover mass of grain with blankets or canvas to retain fumes and leave for 24 to 36 hours. Never fumigate when temperature is below 60° F. and preferably when it is 70° or above.

Carbon bisulphide fumes are explosive and poisonous. Hence fires and sparks of all kinds must be kept away during the fumigation, the operator should not remain in the fumigation chamber and every reasonable precaution should be taken.

Carbon bisulphide is obtainable at drug stores in pound cans at about 40 to 45 cents a pound. A grade equally satisfactory and known as a fumigating grade is obtainable at a very much lower price of some druggists, or it may be purchased direct of the manufacturers.

Insurance Notes.

TRAMPS do not cook or sleep in elevators which are securely locked.

BIRD NESTS catch more locomotive sparks than is safe for a grain elevator. Tear them out and make their rebuilding impossible.

ALL the fire insurance underwriters are much interested in learning WHY the number of fires this year is so much larger than last year. Who will tell?

KANSAS FIRE insurance companies will not be allowed to make their policy riders uniform with those of other states unless they also make the rates uniform for the same line, says a late ruling of insurance Superintendent Baker, of that state.

THE DATES for National Fire Prevention Week have been set as Oct. 5-11. According to the National Fire Protection Ass'n, more and more interest in fire prevention efforts is being manifested by the public this year, due, largely, to the stimulus created by the poster contest, in which \$350 in prizes will be awarded.

LIGHTNING sometimes causes a fire to smoulder for hours before it breaks into a conflagration. Witness the burning of the Melching Grain Co.'s elevator at Ossian, Ind., on June 25. At 2 a. m. that day a heavy thunderstorm raged thru the territory. At 5 a. m., 3 hours later, the interior of the building was found to be a seething furnace. Efforts of the local volunteer fire department helped some, saving nearby buildings, but the elevator and its \$2,500 worth of stock was a complete loss. Maybe it would be a good idea to look the elevator over after thunderstorms.

A PRELIMINARY hearing in the office of the Industrial Commission of Illinois, before supervising officials of 7 states engaged in examination of the Associated Employers Reciprocal, Chicago, Ill., operated by Sherman & Ellis, Inc., attorney-in-fact, disclosed facts which led Insurance Commissioner Hands, of Michigan, and Director of Trade & Commerce Ireland to believe the firm insolvent. R. M. Potts, appearing for the Reciprocal, submitted plans for reorganizing the concern, which, he judged, would again put it on a paying basis. A conference between Mr. Ireland and Mr. Potts resulted in a basis upon which the reorganizing can be effected and the several insurance commissioners agreed. A new mutual company will supersede the old and the bulk of the business in some 20 odd states will be rewritten in the new firm. Officers and directors elected by the policy holders will take the place of Sherman & Ellis, Inc., tho F. H. Ellis will be a member of the board of directors, comprized of the Associated Employers Reciprocal subscribers.

WE HAVE 400 suits filed against members of the Tobacco Ass'n in the Kentucky territory for breaking contracts.—Aaron Sapiro.

Wheat's Purchasing Power.

Even at \$1.32 for 1. Northern, wheat has not quite regained its pre-war purchasing power in Canada. A bushel of wheat, if exchanged for general wholesale commodities at prevailing average prices, would purchase a little over 97% as much in Canada as during the crop years 1912-13 and 1913-14. But in December last a bushel would purchase only little over 63%, so that the recent advance in price represents a 50% gain in purchasing power over a few months ago. It is, moreover, the highest purchasing power wheat has had since August, 1921. General prices in Canada do not, of course, determine wheat prices, and after a period of extreme disturbance it takes time to restore the normal relationship of both classes to world prices, but such a readjustment is certain to be restored. If a bushel of wheat retains for the coming crop year practically its full purchasing power any farmer with an average crop will be in a fairly comfortable position.—*Grain Trade News, Winnipeg.*

Blaze Destroys Country Elevator.

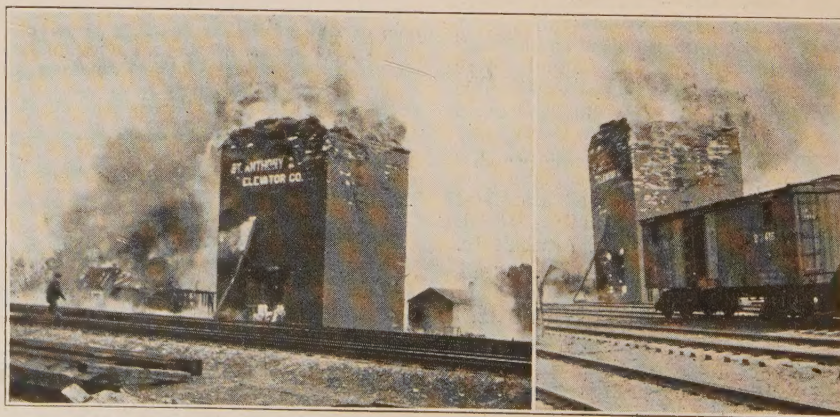
Located at Wagner, Mont., is the vacant site of a line elevator once run by the St. Anthony & Dakota Elevator Co. A shapeless mass of ashes and charred wood half hidden by pieces of scorched and rusty metal. It is all that occupies the site.

A wooden elevator with a drive way running directly thru the base, just the sort of an air intake that would cause an elevator to be gutted should a blaze start, located on railroad property where every passing locomotive could shower it with hot cinders without responsibility on the part of the railroad company. A fire hazard. Somebody's carelessness. Ruins.

This 18,000 bus. capacity elevator of the St. Anthony & Dakota Elevator Co. was located on the Great Northern R. R., at Wagner, Mont., near the Milk River, about 800 miles from Minneapolis. It was of crib construction, with a driveway running directly thru the base. For 10 years it served the farmers of its territory and finally succumbed to fire. With it was lost 6,000 bushels of wheat and 3,200 bushels of flax. Harry F. McConnell, manager at the time of the blaze, did what he could to save it. But efforts are of little avail when an elevator at a station without fire-fighting equipment starts burning.

The illustrations herewith show the burning of the building and how it was gutted by the blaze.

Wagner is situated in good wheat territory and the loss of the elevator is doubtless felt by the farmers. Another elevator is likely to be erected and greater precautions will certainly be taken to make it fire-proof.



Burning of the St. Anthony & Dakota Elevator at Wagner, Mont.

UNIVERSAL Grain Code

Designed especially to reduce telegraph tolls, to prevent expensive errors and to protect the business of grain dealers and millers. Its 150 pages contain 14,910 code words and no two spelled near enough alike to cause an error. Includes Supplement of code words for the new Federal wheat, corn and oats grades.

Code is 4 5/8 x 7 inches, printed on policy bond, bound in black flexible leather. Price \$3.00.

You can greatly reduce your telegraph tolls by using the Universal. Try it.

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309 So. La Salle St. Chicago, Ill.

Tri-State Mutual Grain Dealers Fire Insurance Co. LUVERNE, MINNESOTA

We write Fire & Tornado Insurance on Grain Elevators, Residence and Mercantile property.

The premium return has averaged 50% for 22 years.

Write the Secretary for application blanks.

E. A. Brown, Pres.
W. J. Shanard, Vice Pres.

E. H. Moreland, Secy.
W. Z. Sharp, Treas.

"KEEP THY SHOP AND THY SHOP WILL KEEP THEE"

It is not keeping shop where poor housekeeping reigns; where waste is the rule; where machinery is neglected. Such a state of affairs means failure sooner or later, if fire doesn't get in its work first. The man who keeps his shop is always a good fire preventionist.

WESTERN
DEPARTMENT
300 Keeline Bldg.
Omaha, Nebraska



C. A. McGOTTER
Secretary
Indianapolis, Indiana

Look your house over every night before closing.

Western Grain Dealers Mutual Fire Insurance Company

DES MOINES, IOWA

J. A. KING, President Geo. A. WELLS, Secretary
A Legal Reserve Mutual Fire Insurance Company

Too Many Buyers

Read this letter received from
Cook Bros., Woodward, Iowa.

Grain Dealers Journal, Woodward, Iowa.
Chicago, Ill.

Gentlemen:—You may take out our two ads as we have received two checks for the mill and closed a deal for a motor, both results from the first issue of your Journal containing our ad.

Yours very truly,
COOK BROTHERS.

Here are the ads referred to MACHINERY FOR SALE

FOR SALE—Three Roll Willford Mill in good condition; \$50.00 buys it. Cook Bros., Woodward, Iowa.

DYNAMOS AND MOTORS

We want a 7 to 10 Horse Direct Current 600 Volt, about 1000 Revolutions per minute, Electric Motor. Write Cook Bros., Woodward, Iowa.

This is only one of many instances where the "WANTED—FOR SALE" columns of the Grain Dealers Journal, Chicago, have proven to grain elevator owners the logical market place for Second-Hand Machinery.

These ads cost but 25c per type line each insertion.

Locomotive Sparks and Lightning

Were the two largest contributing causes of fire in flour mills and grain elevators in 1923.

The insurance saving pays for protection against both.

A metal roofed iron clad plant properly grounded gives almost certain protection against both, and takes the lowest insurance rate.

Our records show no losses from lightning on plants having standard lightning protection either by lightning rods or grounded metal roof and sides.

Write your insurance company or this office for Standards and estimates of insurance saving.

MUTUAL FIRE PREVENTION BUREAU
230 East Ohio St. Chicago, Illinois

Representing

Mill Mutual Fire Insurance Companies



Wonder Grain Cleaner

(Patented)

Cleans, Cools, Dries and Conditions

Saves Grain
and

Converts Dockage
to Profit

Will Pay for Itself
in a Short Time

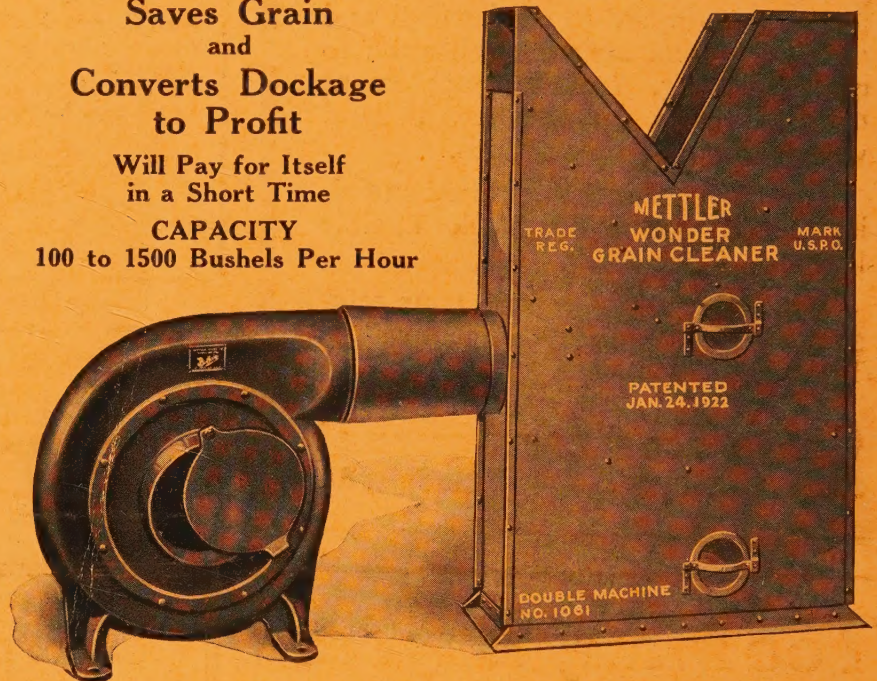
CAPACITY

100 to 1500 Bushels Per Hour

A Few of Weller Products

Apron Feeders
Belt Conveyors
Chain Conveyors
Mixing Conveyors
Ribbon Conveyors
Spiral Conveyors
Bucket Elevators
Barrel Elevators
Package Elevators
Elevator Buckets
Elevator Boots
Elevator Heads
Elevator Casing
Elevator Bolts
Bin Gates
Car Pullers
Wagon Dumps
Truck Dumps
Power Shovels
Loading Spouts
Dock Spouts
Hoppers
Tanks
Heavy Sheet Metal Work
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ment
Etc.

Write
for Catalogues and
Prices.



Easy to Install
Simple in Operation
Requires Small Space
Low Power
High Capacity

Removes

Dust, Sprouts, Chaff, Straw
Mustard Seeds, Buckwheat,
Cockles, Garlic, Kings Heads,
Wild Oats and Other Foreign
Weeds
Smut, Weevils and Other Insects,
Snow, Ice, Cornsilks and Cracked
Cobs
Purifies All Grain and Removes
Odors

Saves

WHEAT: Saving of From
\$40.00 to \$100.00 per
Car.

OATS: Savings of From \$25.00
to \$70.00 per Car.

BARLEY: Saving of From
\$40.00 to \$60.00 per
Car.

CORN: Varies, Depending on
Conditions, Saves Damp
and Heated Corn From
Loss.

Not an Experiment
Users Are Well Pleased
Send for Circular and Prices

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